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1869 j





HOBART TOWN, FROM MOUNT WELLINGTON.

4/20/72

dkh

Journal, 1868-75. Much
on whaling. With drawings.

Very unusual & interesting
1857H.

Wh
C454
1869J

Life and Adventures.

of
Charles. H. Foss.
Residence.

Cambridgeport.
Mass.

—1875—

As experienced by him self from the 20th
of August 1868, till the 18th of May 1874.
Second voyage from the 9th of September, till the
12th of October

Engravings Excepted.

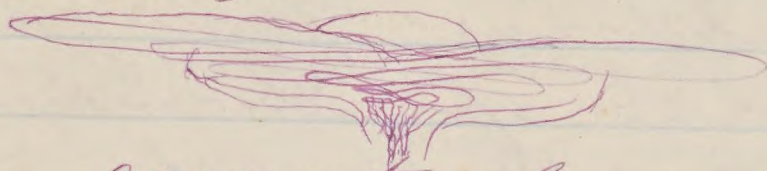
The views in this Book are all
painted by me.
signed,

Charles H. Foss.

Witness.
W. H. Russ. Jr.

Life and adventures In foreign and
Distant lands, &c. Experienced by
Charles H. Foss.

From the 20th of August. 1868. Till
the 18th of May. 1874.



With the consent of my father and
mother. I shipped on the 6th of July
1868. in the Barque Argate. Bound
from Boston to New Zealand. Leaving
Boston on the 20th of August. with a
fair wind and fine Clear weather. Calm
weather on the 6-7-^{and}-8th of September.
On the 9th Spoke a Topsail Schooner.
Called the Mercy Taylor 3 years out
Bound into Holmes Hole. By her I
sent a letter home. Fine Clear Weather
as far as latitude 4 Degrees North
Then Nothing but continual gales of wind
and heavy rain. Crossing the Equator.
in Longitude 26- Degrees. West. Thence
through the South East. Trades. to the
Cape of good ^{hope} making the passage to
the Cape ⁱⁿ 70 days. Heavy Gale of wind
from the westward the ^{ship} running with
main Top Gallant Sail. out I & F. Blowing
harder every day. and a tremendous
sea running all the time on the
15th of November a tremendous ^{sea} struck the
ship heeling her over considerable —

Breaking in our galley door and washing every thing adrift on deck and doing other severe damage. 28 days from the Cape arrived off the port but Blowing a heavy gale on wind from the S.W. which prevented us from going into port untill the 2nd of December when we arrived at 1/2 past 8 o'clock in the evening let go our anchor and hauled all sail having come a distance from Boston 16,000 miles. Not liking the actions of the Captain and the treatment of which he gave me I therefore deemed it prudent that it was best for me not to go home in the Ship. I therefore appointed Christmas day to leave the Ship. On a Christmas morning 1. watch had liberty to go ashore with the boat and return back to the Ship at 4 o'clock. Shortly after my arrival ashore a few moments after 12 I stood on the road which branches off to go up to Dunedin I stood but a few moments and then I said to my ship mates good by boys I am off. I passed up the hill to the grand Junction then down the hill into Dunedin arriving there at 1/2 past 3 o'clock in the afternoon having come a distance of 9 miles from Port Chalmers. Where to go or what to do in that large City I did not know I being a perfect stranger

to every one. I was afraid of passing my Captain in the Street. So I concluded it was best for me to go down on the wharves and see if I could not see any one that I knew on any of the lighters that was taking Cargo from the ships up the river to the City. It being impossible for a ship any bigger than 150 or 200 tons to get up the river it being shallow water navigable only for small steamers. Not seeing any one that I knew I sat down on a pile of Planks for a little while to think what was best for me to do. I a perfect stranger without friends with out money and not knowing where I was a going to sleep for the night. I felt pretty bad Hungry as a bear not even daring to go up into town for a drink of water I being tired and sleepy having had nothing to eat since morning. I thought I would find a place to sleep so I crawled away inside of a lot of lumber and slept there for the night waking up in the morning at 8 o'clock. I being so hungry I did not hardly know what to do so as I was a going up the wharves a young man spoke to me and asked me if I had had any thing to eat this morning and I told him ~~no~~ not since yesterday morning and he took me on board

of his lighter and get some breakfast ^{for me} ready
he giving me all that I wanted to eat
and drink after Breakfast I felt like
another person. I thanked him very much
I leaving. I meddled for the country I
being a perfect stranger on the roads I
did know which one to take not daring
to ask any one which road to take for
for being found out. that I had ran away
from the ship. so I took the road I
came to first. in going through Georges street
I past the Captain but he did not know
me the road which I took for the country
fetched me back in about the same place
which I started from which made me almost
discouraged. It being almost evening I was troubled
to know where was I going to sleep for the
night. I went down on the wharves to see
if there I could find any one that I knew
and I was pleased to find one man
whom had taken cargo from our ship he
asked me if I had not ran away from
the Barque Agate and I told him that
I had. and he asked me to come aboard
and see him so I went aboard and he
asked me down in the Cabin. and he gave
me my supper and asked me to stop all
night and I did so and he gave
me my breakfast in the morning and a
lunch to take with me on the road. I asked
his advice which was the best road for me to

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take. I told him that I had heard the
Captain on the shore but he did not know
me. He said that I had better not stop
around the cove for the Captain would get
a warrant out and have me arrested and
take to jail till the ship was ready to
go home which would have been about three
months. So I took his advice and started
on the ~~lytleton~~ littleton road for the country
when close by the water of little I stopped
to look behind me and who should I
see coming. but one of my ship mates.
I thought at first that he was after me
but he said that he had some money
also and wanted me to go with him.
I felt a great deal better so that
that I had company on the road and
talked as far as I could past stopping
there a few moments to talk with 2 boat
men that had a boat fitted there and
they asked us if we would not
have some thing to eat and we said that
that we was very hungry and they gave
us all that we could eat and drink and
we travelled on and when within about 10 miles
of Blueskin we met 11 other sailors coming
down from littleton into dunedin. they said
that there was nothing to do up country
as times ^{was} pretty dull most any where. so we
told them that there was nothing to do in
dunedin there being but very few ships in port

-1868.-

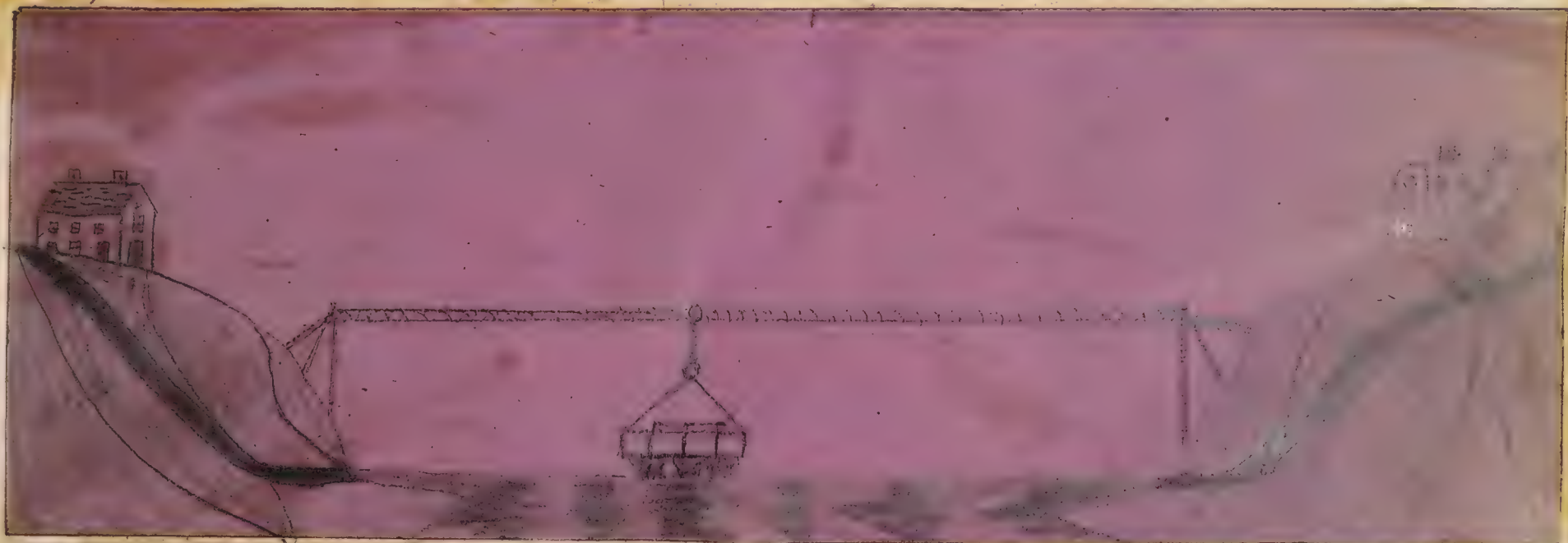
one of the young fellows and my shipmate and myself started together to go into the woods and pitch our tent and stop 2 or 3 days. so we pitched our tent about 3/4 of a mile from the main road which goes into dunedin the young man that we with us had about 10 or 12 shillings on him so I thought I would be all right for a few days till the ship went away. At 10 o'clock it was not so. stepping down all night with them in the tent till next morning. The day before I promised the young man that I would come up and see them. They said they did not know but they would find something for me to do. We having our tent pitched about 3 miles from where they had theirs pitched I left our tent to go up and see the frenchman at 10 o'clock telling my shipmate that I would be back in about 3 hours. I went and seen the frenchman but then said that they was ^{very} sorry but they could not find any thing for me to do as I was not hardly strong enough. On my return back I discovered that the tent was gone and also my shipmate what to do I did not know or hardly where to go. so I concluded that I would go back and ask the frenchman advise they telling me that I had better go over to the train plains and see I could not get any thing to do over there there being more farms and sheep stations over there than any where in the island.

So I traveled over the 17 miles distance from Dunedin
 I'm going through Walker Street in Dunedin. I passed
 the Captain on the same side of the street
 street as I was walking on. I was afraid that
 he would see me but I never said anything
 but walked right by him without taking
 notice of him I getting out into Tairāwhiti
 I asked most every one whom I met if they
 knew of any one that wanted a boy
 on a farm and the answers that I received
 was that they did not. After trying hard
 all day I succeeded in getting 2 or 3 days work
 a clearing the fields but receiving hardly
 my money for it. The man being poor
 and having a family to support was
 not able to pay anything so on my leaving
 he gave me a pair of pants and a new
 coat and a pair of first rate Boots he
 also made me a present of a half crown.
 I thanked him very kindly and bid
 him good by ^{and} wished him success. Not
 finding any more work around there to do
 I resolved to make a long journey of it
 and see if I could not strike a good
 job. Travelling on as far as the Frenchman
 having come a distance of 21 miles I stopped
 for the night arriving early the next morning
 I got my breakfast and started on the
 long road for Littleton a distance of 35
 miles traveled on through Blueskin township
 through Wairarapa. I thought must try and not

-1868 And. -1869.-

I did not much in one day I have come a distance of 25 miles I thought must find a place to stop for the night So I came along to a farm house and I knocked at the door and kindly asked them if they would please be kind enough to give me something to eat as I told them that I had not had any thing to eat since morning they kindly asked me in and I sat down to the table so I had a most magnificent supper It being New Years Day they had every thing to eat that you could possibly think of they made stop for the night and gave me my breakfast in the morning before I came away and a lunch to take with me on the road! Saturday January 2nd 1869. traveled through merton hamden Ottopop and Toby Mearke Townships into palmarston stopping out side of palmarston havin come a distance of 28 miles for the night in a stable I had no supper but in the morning they gave me my breakfast Sunday January 3rd 1869. left early in the morning for Pinaron arriving there with a wet skin it raining very hard all day during traveled 27 miles during the day stopping in Pinaron over night left on Monday January 4th for Timaron a distance of 50 miles during a hard road to travel and a dangerous road also it being the road where so many have been murdered and robbed but I was not afraid of them warning me for I

Apel nothing on me for: them to rob So I traveled on as far as the Summit River Hotel stopping there for the night having come a distance of 22 miles during the day I thought I had done exceedingly well. on a rough road. Tuesday January 5-1869. I arose early in the morning ready to start having 28 miles to go to reach Tennessee that day, but what detained me the most was that I had a very large river to cross over before that I could go on any farther. A river which runs at the rate of 8 miles an hour with a strong current away out into the open Ocean the river is about $\frac{1}{4}$ of a mile wide in some places. Crossing it by a punt a representation of which I have drawn below.



We therefore reached safe bottom on the other side the fare being one shilling but I thanked the man very kindly and told him that I had got no money and therefore I was more greatly obliged for taking me across the river for nothing it being very dangerous.

- 1869, -

after a very severe days travelling through
swamps and plains over hills and
mountains there being very few houses on
the road for me to ask for any thing
to eat I therefore reach ~~the~~ timaron at
12 past 4 o'clock having come a distance
of 28 miles from the river without any
thing to eat, all day long. I went down
to the surf. Comrains Street and a
young man spoke to me and asked me
where I had come from and I told
him Annedun he said I had had quite
a walk of it. I told ^{him} yes that I had
it was a distance of 130 miles He asked
me if I was looking for work and I
told him that I was looking for anything
that I could get to do anywhere. He also
asked me if I had eat any thing and
I told him not since morning. He gave
me a Shilling and told me to go and
get some supper and then come back and see
him again so after supper I went back
to him and stopped in his house all
night he said I was welcome there as long
as I liked to stay. Stopped with him till
Saturday Jan. 9. th 1869. He told me I had
better see Mr. Young and see if he would
not give me any work to do so I see Mr. Young
and he asked me if I was a machinist and
I told him yes that I was and he said that
he wanted a man to run the engine and work

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on a lathe also. I told him that I had seen
an engine before. He said that I could come
to work on Monday morning. I went to Simpson's
Boarding House to board which was the best place
to board at in the town paying 30 shilling a
week. for Board which is \$7.50. a week
Monday, January, 11th 1869. went to work at
young's foundry and machine shop. work
lasting only for a short time. I was working
night and day for very near a week having
but very little rest during the night only
from 4 till 7 o'clock in the morning. Saturday
noon January 16th discharged all hands
as there being no more work to do for
any one. Stopping at Simpson's over Sunday
till Monday January, 18th 1869. Leaving
timaron for Littleton traveled as far as
timuka distance 14 miles stopping over night.
Tuesday, Jan. 19. left timuka for the ashburton
river distance 26 miles not deeming it prudent
to attempt to cross the river I stopped on
the right side over night it being pretty
dark when I got there Wednesday, Jan. 20.
Heavy rain up country making the river
a great deal larger than it would have
been had there been no rain but I thought
it was an impossibility to attempt to cross
it so I started back for the Wiemati
Hotel, a distance from the ashburton 68-
miles passing through timuka timaron and
arriving at the Wiemati Hotel, on Saturday Jan. 23.

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I was at work at the musical school
 week I did not like the work very
 well so I left on Sunday, Jan. 3rd
 for Oamaru distance 23 miles arriving there
 at 4 o'clock in the afternoon Tuesday, Feb. 2
 I heard that the panorama of the American
 war was going to play there for
 3 nights so I concluded that I might
 get a job with them, and I spoke to
 the treasurer and he said that he
 wanted some body to travel with them
 that could play music, but I told that
 I did not know how but I could soon
 learn in a very short time so I
 joined them ~~and~~ in Oamaru wages 15
 shillings a week expenses all paid
 playing Wednesday, Thursday, and Friday, 3-4-5-
 of February, crowded houses and immense
 success. Left Sat. morning at 1/2 past 12 o'clock
 for Waiwaka, a distance of 52 miles having
 4 good horses and a nice wagon we did
 not think any thing of it arriving at Waiwaka
 at 3 o'clock in afternoon after a long ride we
 put up our show in a very short time
 ready to play in the evening. Crowded house
 mostly Maori (Natives) and half Casts -
 Left again on Sunday, February 7th for the
 City of Dunedin. Distance 28 miles arriving there
 at 11 o'clock in the forenoon watering our horses
 and stabling them they being pretty tired and
 hungry so ~~we~~ ^{we} rested on the remainder of the

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(Capt. & Lady) Port. Mudge. Suppermanet, (Commanding)
Monday Morning February 8th Being a 'large'
City of 12000 Inhabitants Crowded Houses
every night and ~~some~~ ~~more~~ success
staying there till March. the City of leaving
Dunedin on a long tour through the whole
country on the 7th day off March which was
a Wednesday. having a first rate time to
start on our ~~travelling~~ ~~travels~~. Before leaving
Dunedin I shall give ~~you~~ a ~~picture~~
picturesque view of this splendid City.



- 1869. -

leaving Dunstan for Waiwaka at 5 o'clock.
 arriving at Waiwaka distance 28 miles at 2
 o'clock in the evening. afternoon playing at
 the school. House. one night. Starting again
 on Thursday 8th of March for Palmerston Town ship.
 distance 35 miles arriving there at 12 o'clock.
 playing only one night. Crowded House.
 Left Palmerston on Friday morning at 8
 o'clock for the gold Diggins of New
 Zealand. we reached as far as Pigoot
 Town ship a small place stopping for
 the night left again on Saturday morning
 March 10th for New Gold Diggins.
 arriving there at 1/2 past 4 o'clock having
 come a distance of 62 miles the last
 two days. playing at ware from Monday
 March 12th till Saturday night March
 17. Leaving ware on Sunday March 18 for
 Blocks Town ship. at 8 o'clock in the morning
 arriving there at 1/2 past 11 o'clock distance 22
 miles playing Monday and Tuesday March
 19 and 20 Left again on Wednesday March 21st
 for Dunstan Gold Diggins distance 14 miles
 playing Wednes. Thurs. Friday and Saturday 21-22-23-24
 of March. Immense Crowded Houses. Left Dunstan
 Gold Diggins for Dunstan Creek distance 24 miles
 arriving there at 1/2 past 2 o'clock in the after
 noon playing there Monday Tues. and Wednes March
 26-27 and 28th. Left again on Thursday for
 Crumwell distance 14 miles arriving there at
 11 o'clock in the forenoon. playing Thursday.

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Friday/Sat. Saturday March 24. 30th & 31st. Sunday
making April. 1st. Left Cornwall for. Arthur
town distance 16 miles. Play in snow from
one night only. Left again on Tuesday Apr
3rd for. Deenstown distance 26 miles. on a
very rough road. some places at. which there
is hardly room enough. for one team to
pass another on the road there is one
place of which we had to pass when
there is not room for one team to
pass another. on one side of the
is a big cliff of. over hanging rocks
while on the other side there is
a large river which runs at the
rate of 8 or 10 miles ^{an hour} and taking time
and every thing along. with it the
river is 150 feet down below from the
road at the foot of the hills we
had a large river to cross in a part
a description of which I have given on page
9th after a very hard days travelling
we arrived at Deenstown at 1/2 past 8
o'clock in the evening. Playing three weeks
there; Frid. M. Saturday April 4-5-6-7-8-9th
Leaving Deenstown. for. Cornwall distance 42
miles on Sunday. April. 8th arriving there
at 7 o'clock in the evening having come
a different route from which we went before.
When we was at Deenstown we was
in County as far as we could get.
Being a distance from Cornish City.

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241 miles. Playing Monday and Tuesday April
 7 and 10th on Tuesday we give an grand
 ball and benefit for the poor of Cranwell.
 Leaving Cranwell on Wednesday, April 11th
 for the Clyde Town Ship, playing one night
 only. distance from Cranwell, 14 miles. Leaving
 the Clyde on our return Back by a different
 route for Manureka 23 miles distant, arriving
 at Manureka Town Ship on Thursday 12th
 playing two nights Thurs. and Friday April 12-13th
 Leaving Manureka Town Ship for Tuapeka at
 8 o'clock on Saturday April 14, a distance 19
 miles arriving there at 15 minutes past 11 o'clock
 staying there over night. Leaving again on
 Sunday April 15th for Yokomairo distance
 28 miles arriving there at 3 o'clock and this
 afternoon playing there Monday Tuesday and Wednes.
 April 16-17 and 18th Leaving Yokomairo for
 Invercargill Balclutha distance 12 miles. Playing
 one night only. Leaving Balclutha for
 Invercargill a distance from Balclutha of 22
 miles on Friday April 20th over a very
 Rough road through marshes and plains over
 hills and through valleys, travelling as far
 as Papatunua distance 16 miles stopping for the
 night leaving Papatunua on Saturday morning
 for Matua Bridge a distance of 4.2 miles
 leaving at 8 o'clock and having to travel 23
 miles with out any water for our horses
 and without any feed in school, reaching Matua
 Bridge at 4 o'clock in the afternoon

staying there over night and all day Sunday
 and Sunday night. on purpose to rest. and leave
 early to start on Monday morning. April 23rd
 leaving early in the morning for Invercargill at
 34 miles distant arriving at Invercargill at
 at 4 1/2 past 3 o'clock in the afternoon
 staying there from April 24 till May 8th
 would House and I men see Success.
 the panorama on Tuesday May 8th for Bluff
 Harbor. 21 miles from Invercargill. my
 intention was in getting to Port Chalmers
 and see if I could get a chance to
 get home. and any of the ships leaving
 Bluff Harbor on Wednesday May 9th I saw the
 Steamer ~~Hydrant~~ Spectator for Port Chalmers
 a distance by water of 172 miles arriving
 at Port Chalmers at 1/2 past 7 o'clock on
 Thursday morning May 10th Leaving Port
 Chalmers for Dunedin reached there and
 stopped for the night. Leaving again
 Friday May 11th on purpose to join the
 Company. again travelled as far as Tapanui
 Plains distant 14 miles stopping over night
 off again next place being Yokomairi
 Saturday May 12 arriving at Yokomairi.
 distance 24 miles Panorama playing Monday
 Evening May 14th They was a gang to have
 a fancy ball on Tuesday evening. I was
 but I would not stay with them any
 longer so I left to come down to
 Dunedin again travelled as far as Tapanui

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Plains distance 24 miles. Before we
 might we left again for Dunedin on
 Wednesday, May 16th arriving at Dunedin
 in the afternoon distance 14 miles. Thursday
 May 17th I went to see the American
 Consul to see if I could not get a
 chance to go home in the American
 Bark "Marathon" bound to Boston. He
 asked me if I had not run away
 from the Bugue "Gate" last December
 and I told him that I had and he
 said that he would see the Captain
 and ask him if he wanted any one
 aboard of his ship. The Consul telling
 me to be around in two or three days
 and he would let me know. May
 21st I went to see the American Consul
 again and he told me to be at the
 agents office at 1/2 past 2 o'clock and that
 I would see the Captain there myself and
 have a talk with him. So I see the Captain
 and he told me that he would give me
 a Cabin Boy if I liked to take that.
 It is a ^{army} hulling. He did not require any one
 aboard of his ship but if I like to go it
 would be a good chance to get home to
 Boston. I told him that I would go and be
 aboard on Tuesday, May 22 and commence work.
 As soon as I got aboard the Cook said
 to me you look after the Cabin and
 keep very thing nice and clean. And I will

look after gally, and do the cooking. on Thursday
 May 24th I noticed the Cook, and the Captain
 was not in very good terms I noticed the mate
 go to the gally door and ask the Cook for
 a coal of fire to light his pipe with but
 the Cook refused him admittance and told
 him if he did not go away from the
 door that he would break him down with
 after words the Cook called me forward and
 told me to go down in his store room
 and look under his filler and I would
 see a Revolver laying there and get it
 and pitch it to him and not let the
 mate or second mate see me so I
 got it and carried it forward to him
 and he told me to go aft and keep
 my eyes and ears open and hear what I
 could hear Presently I see the mate and
 second mate going towards the gally door
 and just about to step in when the Cook was
 making Bread told them if you don't go out
 of this gally I will blow both of your
 brains out the mate and second mate
 came away from the gally door and did
 not say any thing more but in the evening
 after Supper I went to bed a little past
 7 o'clock I could hear in my Stateroom just
 as plain as could be at about 8 o'clock
 the mate up and told the Captain the
 whole story and the Captain said he
 would go to morrow and I will fix him

-1869-

Sunday May 25th a police officer came
 aboard of the ship and asked for the
 Cook. he said he had a warrant to
 arrest him and the mate told him that
 he was in the galley. The police man
 went to the Cook's. get your self ready
 and come along with me but. the Cook
 declining but. said the officer I you will
 not come on my asking you I shall have
 to take further steps I have got a pair
 of Hand Cuffs in my pocket and if you
 do not come along easy, why I shall have
 to put these on you and make you come
 along. so the Cook thought it was best to
 go along easy. for the police man was
 rather to large for him to handle. On
 Sunday May 26 The Cook was tried in
 Court in the City of Dunedin and found
 guilty and sentenced to 7 weeks Hard Labor
 or a fine of £7 which is 35 dollars. The
 Cook paying the fine The Captain ^{said} to the
 Cook if he wanted to go on board of
 the ship again he must go before the
 mast the wise if he did not want
 to go he would pay him off and discharge
 him the Cook was thereupon payed off and
 discharged from the ship there not being any
 one else aboard to do the Cooking. of
 course I had to do both Cook. after
 the Cabin and do the Cooking also but
 I eat my first meal and what I did not

know how to do why, the Captain would come
 to and show me. The Captain did not ship
 any other Cook not till the 15th of June.
 Every thing went on all straight enough taking
 our Cargo of potatoes 300 Tons. Besides the
 Cargo amounting to 450 Tons altogether Sailing
 on Sunday 8th of July for Sydney, New
 Australia Ct. J. W. a distance of 1300 miles
 hardly had we got ~~other~~ out Side when
 the ship pitching about so capsized
 me up the large ladders of H. S.
 scalding water in the gally right on
 top of the Cooks feet scalding them
 so bad that he had to lay off
 the remainder of the passage. Fine
 Clear weather till we got under the lee
 of Stewarts Island when it commenced
 to Blow a heavy gale of wind from
 the S.W. which last for 48 hours. Continued
 Head Winds and gales all the way across.
 I having all the work to do my self
 made it rather hard for me but the
 officers helped me along first rate so I
 got along as well as could be expected.
 Arrived in Sydney Australia 25th of
 July making the passage in 21 days.
 Along side the wharf on the 29th of July
 to discharge our Cargo. Left the ship
 in the same day went to my boarding
 house in Prince Street to board. After
 being ashore the Captain sent for

—1869.—

and to come up to the American
 Consul. So I went up there with the mate
 and the presents of a Sovereign which is 5 dollars
 for my work. Being across the offered me
 20 dollars a month to go home with
 him and be Cook and Steward. but I
 thought the work would be too hard
 for me so I could not go. I thanked
 the Captain very much. Stopping in Sydney
 some little time while I had my bag
 in Sydney I was surprised to see some
 of the natives of Australia. They are entirely
 different of those a description of which
 I have shown you below as you will see.



THE TRIBE OF HAIRLESS MEN, N.S.W.—FROM A PHOTOGRAPH BY LALBON, SYDNEY.

-1867-

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Sydney is a fine place being a large healthy
city. I stopped for Sydney, on the
Baque Chance a Colonial. Sailed on
the 12th of September with the 140 ton, and
on a Cruise for sperm whales. There
was 140 barrels of Oil we took about
I had one barrel to myself. Sailing from
Sydney on the 21st of September with a
fair wind bound to the westward whaling
ground to cruise for Sperm. Whales. Fine
clear weather most of the time. On the
5th of October we had the luck to
fall in with 3 very large whales pretty
close to us. So we called all hands
and lowered our boats down and managed
to get along side of them but the boat
stern the one that strikes the whales
happened to miss hitting either one of
them. After sailing about all day without
getting any nearer them we at last
went aboard with our boats falling down
hearted. so we cruised and cruised for
one week to another. Some times we would
see a whale or two a month Other times
we would see a thousand whales. We
saw the Ocean as far as you could
see with the naked eye. on the 21st
of November we shed the skins of
the whales so thick as to be
seen from us. So we called all hands

—1869—

and covered down our boats I think
 we were passing the whaler about 1 hour
 after she left her the Captain told me
 that she was that boat coming along
 at the rate of 8 miles an hour and was
 not belonging to my boat but the Captain
 told me that she was that boat
 when I was at sea, when he told me
 that she was coming over board
 of the ship and that she was the
 only one of the whalers in the
 fleet. I thought then, I was about to have
 the whale men dead, and then we
 found they were kept the ship on
 the starboard side after putting her along
 side she passed the whaler and went
 on her way and I had her all past so that
 we were no longer of being her any more
 I will give you a sketch of the whaler
 after getting in the whaler. Whaler's name is the



—1869—

I was in my ship from the 1st of
 June until the 1st of July. On the 1st of June
 I left the station ground for a
 week being a better place to work than
 there being more of them than the
 ship alone could. On the 1st of July
 we had the pleasure of seeing
 a large school of whales. There
 were one hundred the largest boat not
 leaving them. I was at the whaling
 ship right for the whales following
 them as fast as they could swim. I
 was the first to get out of the boat
 then we saw one a half mile off
 for. To us it was a half mile off
 they struck him the whale was for
 3 or 4 days before he was killed.



- 1869, -

During the morning the weather was
 rather dangerous. Condition pretty of large
 whales being round but were lowered
 down our boat and picked the men
 up. Finally, had we not the men on
 the boat when a very large whale came
 up close to us the Capt. went out
 to the Boat Steer to get the line
 ready and hit him but he was not
 quite near enough. In the mean time
 the third mate was pulling as hard
 as they could for the whale that stove
 the Boat He having two lines in
 him made 300 fathom of line to
 come behind him which he would have
 to stop and rest before many hours
 it last the third mate pitched up to
 him and put 2 more lines in which
 last about killed him. In half an hour
 after striking him the second time the
 ropes were set which meant that the whale
 was dead. After towing him along side we
 attempted to cut him in commencing to
 cut in on the Body part the ship gave a
 heavy roll to windward which was such a
 heavy strain that our main mast swung
 and had it not been for having good
 rigging the masts would have gone over
 the side and probably some other damage.

would have been done. Before leaving the
whaling ground I will give you an
idea of the method of fetching whales
and how it is done. There is a small
at the mast head of a whale ship
during the whole day to keep a look
out for whales and when the men
whale sport they sing out their
blows the Captain asking where away
the men at the mast head. saying
wherever it may be to windward or
leeward sometimes they are in one place
and some times in another. the Captain
asking again how far off the men at
the mast head warning 3 miles off
from the ship. (all all hands not
clear away. the boats (one) next there
was a tremendous rush on deck some
doing one thing some doing another some
singing out where are they where are they.
the first mate answered here they are
on the lee Beam. eight. (Boat) to us
merry up Boys and get the Boats
ready. So the Order comes from the Captain
to lower away down we go 4 Boats
all to gather. after sailing about 2 1/2
miles we leave to with the Boats
and wait for the whale to come up
c. i. e. on sail ahead to hoist should

— 1869. —

the whale come right up. he being likely to come up any moment. as soon as he comes up the Boat Steer holds his harpoon in his hand ready to strike the whale as soon as the boat gets near enough. I will give you a representation of an Iron which they strike a whale with also a picture of a harpoon line by which they kill at ~~some~~ ~~times~~.



in striking the whale it is the Boat Steer's place to go aft. and let the officer come forward so that he can kill the whale as soon as they can get a chance they haul the Boat up close to the whale and then the Officer takes the lance and drives it into the whale and endeavors to kill him but sometimes they can kill him right off. Other times it is an hour or 2 ~~ft~~ perhaps longer before they can kill him. or get a chance to get near him. When dead he is taken

— 1869-^{9th} Dec. - 1870. —

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alongside and cut in and then had
it stowed. The Oil was soon as cold
down below, ready for port. Before
leaving this whaling ground I will give
you a description of a ship bygone
and the Boats down for whaling
also a description of Hauler Rock
on the N.E. Coast of New Zealand.



Saturday New Years Day we left the
harbour for Australasian Right. in
the S.W. part of Australia being a
good whaling ground we expected that
some time seeing no whales we left
there for Kangaroo Bay in the late
part of March. 1870. Sighting Kangaroos was
not till 1st of April. Blowing such a heavy
gale of wind did not dare to go any nearer
or we stood off for the night till next

-1870,-

Morning. Sunday (April. 10th 1874. Fine clear weather light Breeze). of wind went down the Coast. to Kangaroo Bay. Scattered Islands and dropped anchor to get wood and water as she was getting short of it. Dropped anchor 2 miles from Sunday. April 11th when all permitted to go ashore any one that liked to go. So about 12 of us started and went ashore. Some went one part of the island and some another part. but I went up with only two of us away up to the further end of the Island to see what we could see and about 5 o'clock they all got to go back, but I stopped behind. I got in a first rate place where they could not see me but I could see them when they went off to the ship. There were three men at work on the Island and they had a small hut of which they lived in as soon as I see the boat get aboard of the ship. I came down towards the house and went in there was an old man which done the cooking for the other two men he asked me to sit down and have some supper which I did as I was very hungry. Indeed having had nothing to eat since morning. He says to me the other 2 men had

you aboard of your ship and probably they
 will come back. about 9 o'clock perhaps
 they may. Come after you but to be on
 the safe side you had better sit
 down by the window which I could look
 out and see the ship and watch when
 the Boat. Came ashore and when I
 should see them leave the ship for
 to come ashore I should get out and
 go way up in the bushes. and hide
 my self till the ship went away. as
 she was going away. on Monday. June 25
 1870. But it was not so far. instead
 of me getting away. I got caught and
 taken aboard of the ship again. just a
 little after dark. I was sitting at the
 window watching for the Boat. and the
 first thing that I saw was that the second
 mate was coming in the door with the other
 2 men but it was too late for me to do
 any thing for there was only one door and
 for me to get out that door would be
 utterly impossible. The second mate asked me
 where I had been and I told him he
 also asked me if I was trying to run
 away and I told him no that I
 had got lost. and could not find
 my way back. He says to me you
 are aboard on the ship with me when

- 1870. -

At 10 o'clock we went aboard of
 the ship and going down to the Boat
 the officer walked behind me and the
 other two men walked in front of me
 so escape I could not, so I had to go
 aboard. Below you will see a representation
 of the bay, and Island 22 miles from ^{town} H. det.



got aboard all safe. next morning the Captain
 called me aft. and says to me what
 was you trying to do yesterday I told
 him that I got left behind and
 missed the Boat. he said it was
 such a thing. But I shall punish you
 you can go forward now. During our
 stay there we cut and brought aboard
 20 tons of wood. Heard and aft. to
 gether. On Monday, April. 25th 1870

We have up our anchor and went
 outside to cruise for whales. without
 any success. for a while we thought
 of Port. that we should go to
 Kangaroo Island. and try there. arriving
 there on the 10th of May. we
 had the delightful pleasure of seeing
 Whales in abundance but we could not
 have the luck to get any or get any
 near them. (missing) there some
 times. We thought it was best for
 us to go in to port. as our
 main mast, was sprung so bad that
 we could not have cut any more
 whales in had we got any more.

Leaving Kangaroo Island for Hobart town
 on the last day of June. Arriving of
 the pillars on the 14th day of July
 1870 with a head wind and light

-1870.-

Breege took the Pilot aboard and beat
up the river as far as Stoney Bay.
Distance from Hobart town 12 miles.
arriving at the anchorage on Saturday
July 16th 1870. Below you will see a
representation of the pillars and the Iron
Pilot light house. the entrance to the
Laurent River. On the ~~right~~^{left} of this
picture is Stoney Bay which is out of
view from view.



On Sunday, July, 17. 1870. We were taken from Hobart, town on purpose to take us up to town. Left ship at 1 o'clock. For Hobart, enjoying the beautiful scenery of the Derwent River, arriving at the Old wharf. We then getting some supper and sleeping all night aboard of a schooner (on Monday) morning. I got up at 7 o'clock to look around to see what I could see and if I could get any thing to do any where. In the afternoon I went over to Kangaroo point to see if I could not get an engine to run that they had on there but I failed in getting any such chance.

Tuesday, July, 19th. We all got on board of a schooner. Discharged from the ship at 12 o'clock. At 1 o'clock I went on board of a schooner to see if I could not get a chance to down the river for fire wood. I therefore managed to get a chance to work on board of a schooner at 10 shillings a week. On Wednesday morning, July, 20th we went down the river to N. W. Bay to get a load of fire wood, a distance of 16 miles passing through the N. W. Pass. Bay, arriving there at

-1870-

have taken back in a good and
 finished loading at 11 o'clock. on Thursday
 forenoon. leaving at 12 arriving at 5
 o'clock discharged our cargo on
 quiley and left again for the Bay
 stopped aboard of that schooner till
 the 21st of September. So I went to
 work in another Schooner at the
 same wages. I did not stop in here
 a great while only till the 10th
 of October. left to go in a fishing
 & wages on shares of 1 third each
 I tried one trip at it but did not
 like it very well. so I thought
 I would leave. Being about tired of
 Hobartown and not seeing any thing
 else to do I thought the best thing
 for me to do would be to travel
 the Country as far as Launceston
 and see if could not ^{get} work on any
 of the farms or Sheep Stations. thought
 the Country. You will find a grand
 antiquary view of Hobart town on the
 next page of this Book. I left
 Hobart town on the 12th of October arriving
 at Bridgewater distance 16 miles from Hobart.
 I stopped about a half hour and
 stood talking with a young man there
 he said that he was cutting his wood

—1870.—

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a new chapel. about 4 miles further
up the river from where we were
standing only on the other side of
which we crossed in a boat. He
offered to pay me $\frac{1}{2}$ a list. we made
altogether. So I agreed that I would go
with him. So we got along. first
into together. He had to go and
get our relations every week. from the
man that was working for him.
but being built under a hanging
cliff of rocks away up in a place
that was called a valley about 5 miles
from any house. It is a rather lonely
place. there being plenty of animals all
around us. we having to keep a fire
going all night, in order to keep
them away. I have drawn you a representation
of ~~the~~ ^{the} hut which we lived in every night.



-1870-

I have it along side of that fine
 room after hours watching the different
 species of animals as they happen to
 pass by not daring to go away from
 the fire for fear of being all of a
 sudden there are plenty of all kinds
 of animals most that you can mention
 Only they are not all seen every day
 It is the worst country for snakes
 that there is in the world sometimes I
 go out to see them by dozens other times
 I would see over 100 of them
 The Kangaroo is the most lively lively
 animal of its size It jumps on its
 hind legs very seldom touching the
 ground with its fore legs. The largest
 species of them can take a full grown
 man up in his fore paws and run right
 away with him. Below I have given you a
 drawing of these animals the way I see



-1870,-

There are a ~~great~~ great many wild cats in
 that country. Dangerous to attack them, also
 the wallaby. ~~Opus~~ Opossum and Badger the
 last. these being small animals. Being
 perfectly harmless, only, when you take one
 in your hands, after catching him in a trap
 most, decidedly, he would try to bite you
 their teeth being, very, sharp and long. But
 I will endeavor to give you a representation
 of the different animals as well as
 the different Birds such as the Magpie
 Cuckoo and a ~~species~~ of woodcock.



OWL WOLF

CASSOWARY

MAGPIE

-1870-

There is a great many other kind of
 birds and animals which I saw
 while I was there. And afterwards,
 I did not stay there a great while as
 I thought that it was rather too dangerous
 for me. So I left on the 21st of October
 for Lancaster a distance of 120 miles
 by the Norfolk at 8 o'clock. Crossing
 the river into Bridgewater the man
 I had been working for told me of
 a first rate man where I could get
 a place to stop that night and
 probably get a chance to work there at
 the sheep station. distance from the
 Norfolk of 16 miles. But it being a
 wet day and nasty weather I did
 not get along very fast, the roads
 were so rough and muddy. I got
 but one meal on the road. During the
 day it was about a half hour after
 dark and I did not know what to
 do or which way to go. There was no
 way different roads. I stood for a few
 moments thinking what to do. It being a
 dark stormy night, not a house or light
 in sight no whistles. I was almost tired out
 but I thought that I would not give up
 and despair but keep on the road I had.

I. been walking but a few minutes when I
 espied a light right ahead of me
 & it was the house that I wanted I went
 up to the door and knocked & asked
 asked them if they would please be
 kind enough to give me some thing
 to eat. I being very hungry and all
 out thought to the skin as they gave
 me all that I could eat and drink
 and a nice place to sleep for the
 night I asked them if they did not
 want any help and they said that
 they had got so many now that they
 had got to discharge some of them
 work being so very dull. (Note 22 of
 I saw at 8 o'clock) and started my things
 again without any breakfast I knew only
 their native names of places on the
 island Kingarooma and Boobyalla on the
 north coast and Grahua on the east
 I saw South Wales. the names are
 all together different such as Paramatta
 Woolloomooloo Illawarra Wollongong Wollongong
 Wollongong Mararo Suggerrang Murrumbidgee
 Jangalana Otakara and many other such
 names so numerous to mention and
 also also so hard to remember any
 length of time I have

-1870,-

distance before I got a chance to get down
 things to eat. I being very hungry I
 having had nothing to eat since the
 night before I took made me leave a
 little appetite after eating I travelled on
 the road as far as Brighton where
 I stopped the night before.
 It was being 50 miles from Hobart town
 I stopped all night in a stable I was at
 8 o'clock in the morning the man kindly
 offered me some breakfast before I went.
 saying I thanked him very much and stated
 that the roads being very rough made it
 hard work to travel. mountains and hills
 to go over and I did not get along very fast
 passed through boggs. Into Green Hills.
 At the Hotel I stopped all night. It did
 not cost me any thing for stopping there
 the land lord kindly gave me my supper
 and lodging all night, and breakfast all in
 the morning before I came away. having come
 my 14 miles the 23rd of October I thought I
 would try and go better on the 24th of October.
 which was Monday I passed through Cross and
 over the bridge into Catlaunda some ships
 being some a distance of 23 miles I stopped
 all night at Catlaunda, staying early on the 25th of October
 through Cross Green ship into Deloraine the ship

10. Description of the ridge which crosses
river meander? it, that township, called the ^{old} ~~old~~ ridge.



As my canoe business looked for sleep for
 the night at the first place I could find a
 name to stop and get some supper and
 last, succeeded in getting a room to stop and
 have have some supper and also to stop all
 night and my breakfast, before I started. It is
 indeed for any one to travel the country without
 a cent of money, nor not, knowing which way
 to go or hardly what to do there being
 so many strange people, and they have so
 many strange ways and actions being
 together different than our people at home. I
 started at 1 o'clock, on the road through a
 beautiful valley, between fine ranges of
 wooded hills, one of which forms a high

—1870.—

I arrived at Saint Pauls dome. The road
 lay along the opposite declivity overlooking the vale
 with the snug, pinus, and cottages. Green
 meadow like fields and the bright St. Pauls
 dome outspread in fair array below me.
 I frequently had hard times to get along
 sometimes I had to find rivers and cross
 through marshes, but no plains being very hard
 travelling. All things I've most feared. I've
 never spent out before and over a length
 not possible of some few weeks. To go and
 I was really, perhaps, to ~~cross~~ cross it I
 had to be I played up to my house
 in what looked to be like Bird Linné's
 being very white, as I walked along, along
 Saint Pauls Plains wheel to my right hand of
 I discovered a high mountain covered
 with snow. I asked a man whom I met
 on the road what was the name and
 he told me it was the Ben Lomond Mountain
 4,200 feet above the level of the sea. Passing
 through the snake Banks into further
 being over only 14 miles stopped all night,
 and had a good rest. October 27th I arose early,
 and had some breakfast, and started on the
 road being only 6 miles from Linnéston. I
 could get there in a very short time. From
 the top of the hill which I stood, I could

on the whole of the day. I have very
 long. The next a gentleman stopped in
 town and asked me if I did not want
 a ride into the city and I told him
 just in that I would. I arrived in town
 on Thursday, October 27th. In the first place
 I going in the city with the gentleman. He
 told me that he was one of the boys
 now. He asked me if I had a ship
 and I told him that I had been
 discharged from a whaling business. He
 pulled a shilling out of his pocket and
 gave it to me. I thanked him very much.
 He told me to try and get work
 about if one of the ships that were
 there. The first thing that I do
 I got there was to get a good place.
 I looked around considerably to see
 I could not find any thing to do.
 I could not find any thing to do.
 I went so I started to go down to the city.
 I traveled about 16 miles without any success.
 I stopped at a farm house. I asked
 some thing to eat and they gave me
 that I wanted to eat and drink. I told
 them I did not want any more and
 they gave me the money. I did not
 wait any more. I went home.

-1870-

The vessel stopped over night. Friday October
 18th I started to come back to
 Lunenburg not thinking it worth while
 to go to Georgetown. I arrived back
 in Lunenburg at 4 o'clock same day. I
 went down on the wharfe to see what
 was there and there was a cutter
 of about 20 tons layed there. The Captain
 asked me to come aboard
 I went aboard of her and he asked
 me if I was looking for any thing
 to do and I told him that I was so
 he said that I could stay aboard and help
 till I got something else to do and
 thanked him very much. He gave me a new
 pair of boots at 1st past seven o'clock when left
 to go down the river as far as Blackwall
 creek distance 16 miles to load firewood arrived
 back on Monday 31st 1870 discharged cargo and
 left again on Wednesday October November 2nd
 to get a load of wheat arriving back to Lunenburg
 on Saturday November 5th 1870, discharged cargo
 and left for Pig Island for another load of
 firewood. Distance 20 miles arriving back again
 to Lunenburg on Wednesday November 9th Left the
 vessel for some time bound to Blackwall creek

The Captain told I built some things for him
 and that I could get a house about 4 miles
 from his place to a farm house that was
 then the woman wanted a young fellow to
 work about the house & I went to see
 them and came out on Thursday, November 16th
 I did not like the place very well so I
 did not stop there only, I went home to
 Capt. then on Friday, November 18th and returned
 back to where I came from, I came to the
 city in the cutter on Monday November 19th
 1870. There was a scotch Bayman living on
 the side of the wharf I went up to
 the shipping office to see if I could
 not get an order to ship in the scotch
 Bayman desired the shipping master if there
 was any prospect of shipping on the Bayman
 and he asked me what I was I told him
 Ordinary Seaman He told me to see the
 Captain aboard and I saw the Captain and
 He gave me a slip of paper to go to
 the shipping master. I therefore shipped before
 the shipping master on Tuesday, November 18th 1870
 as Ordinary Seaman. Wages £2.10 shillings
 month, at advance 5. Being 12 dollars a month
 money & discharged all his cargo of sugar &
 and got very thing. All ready for me
 Capt. Munro and Monday November 18th 1870.

-1870.-

4 o'clock the steamer taking us as far as
 the narrow for a ship to see how it is about 40 miles
 in length and varying from $\frac{1}{4}$ of a mile to
 1 mile in width some places hardly wide enough
 for one ship to pass another. At last we
 got outside having a splendid fair wind we
 sailed away with light at 2 o'clock in the
 morning of Sunday, November, 27th 1870. Arrived
 at port at 6 o'clock in the morning. Fair
 days and all in sails and parted
 there at 4 o'clock Monday, November 28th. We
 began to discharge our ballast in lighters having
 over 200 tons aboard it took us some time
 to discharge it on Sunday morning, Dec. 4th.
 being summer time then the second mate and
 his son took the ship's boat and went
 to the Cyren Cove wharves to get some
 lumber and when they had a first rate time
 got back at 4 o'clock. On Monday, December, 5th
 having now all our ballast out but 20 tons and
 as the wind was so strong we had to stop taking
 any more out for fear of a strong wind coming
 and capsizing us there is a wind that comes
 all of a sudden then it called a black-bird
 or southerly gale coming direct from the
 south and sometimes taking the mast right
 off a ship and doing other severe damage.

-1870,-

on Sunday morning December 1st the boatman who
 had been called to let go the other men
 and send down the boat into the Royal garden
 and take the boat, and Royal garden, and then
 to chuck, everything to down below that we
 could get, down to save the ship. By the
 time that we had got our gear down
 to send down the Mosaic of the boat
 strike the ship with the boat but we
 were able to do no damage except to
 the other ships. Happily then Jackson's
 distance had it not been for falling
 thing below as we did probably, the ship
 could have gone over otherwise there would
 have been damage done. We took in 100 tons of coal
 in lighters on 7th & 8th December on the 9th of
 December we went along side the wharf to
 finish loading it. I think we went with
 our selves and went up town. One of the
 young fellows and myself had made up
 our minds to leave the ship on account
 of small wages the wages being then in
 that port 4 pounds which is 20 dollars a month
 so we stopped at Howard's Landing all
 night, till 3 o'clock in the morning when
 we rose and started on the road not
 having to take the main road for fear of
 being brought back, again therefore we took

-1870-

the same beach for it. a distance to
 Sydney, of 80 miles who travelled as far
 as the lake when we were across a
 river having had nothing to eat all day,
 and having come 14 miles made us feel
 pretty hungry. so when I knocked at the door
 but no answer we concluded to open
 the door I did not like to do it but my
 brother said to me I will do it and you
 stay on side and watch so he went inside
 and the first thing that I saw ~~was~~ was
 some ~~bread~~ ^{loaves} of bread in one arm, and
 a big loaf of Cheese in the other arm.
 I was awfully afraid of having some one
 to come and sketching us, and then when
 should be in a pretty good mess.
 When it last ^{was} got away from the house
 without any one seeing us at all, we
 travelled on as far as the lake, having
 come a distance of 12 miles, from Glen
 North Australia, N. S. W. Stopping at the lake
 Magarrant, over night, having a good supper,
 and my breakfast in the morning, before I
 went away on the road. Started Early in the
 morning of the 11th of December, having come
 quite a distance. We thought we was getting along,
 but late when we at last succeeded in striking

ourselves, in a swamp. I think it was about 6 hours, when lost the use of the roads and did not know which way to go when we were up to our necks in mud and water. There was an abundant supply of snakes around and dangerous and forested. But we did not feel as frightened after all when at last succeeded in getting out of the swamp, and arriving on good ground. When we traveled out that day about 26 miles stopping for the night at a Rain House, near the same place. Started next morning and traveled as far as 18 miles stopping at Mr. House. The great discovery of gold in Australia he gave us all what we could eat and drink and a good bed to sleep in for the night. Started in the morning of December 13th for Broken Bay. It was 13 miles when we arrived there at 2 o'clock in the afternoon. When we managed to get a chance to make our passage to Sydney in a ketch which was a fore and aft schooner. When we reached Broken Bay on the 6th of December. Having done the same, I dropped anchor in Broken Bay. Discharged the cargo then gave it to the (spring) met, any, means, for the work that we had so when concluded not to do any more aboard of her. When then left and I went to board at John's Boarding House in Apple Street Sydney. On S.W. the 21st of December I went to work

-1870.-

board of the aboriginal Brig. Belonging to
 Sydney to work. I had to look for the
 Captain and his Wife and little Boy, and
 my wife. That was all that I agreed to do
 but I had not been aboard more than
 a week, when he wanted me to scrub
 the ship side. And I told him that I
 did so no such thing? I also told him
 that he had better settle up with me
 money. I would go ashore but he said
 no that he would not and ordered me to
 go aboard of the Brig. And I stood there
 with the Boats Painter in my hand not
 wanting to go aboard, untill he settled up
 with me. But he still kept ordering me aboard
 and I at last went aboard again. I told my
 children that was aboard of the brig with me
 all about it. And I said I am of now in
 a hurry? I packed my things up and got
 my things ready, and lowered them down in
 the boat. My Wife's Mate and my self got down
 in the boat and then we left for
 Jannatta River, distance 32 miles from Sydney.
 leaving up there we stopped on an Island.
 At 2 o'clock, in the morning at about 9 o'clock
 in the evening we saw a boat come close to
 the Island and hail us but we did not dare to
 answer. It was a Police Boat and if should have

wonder why I should have been caught and
probably got 2 or 3 years for taking the ship
boat away without leave. We thought that we
had better leave as it would not do to
stay around there till daylight so we left
to come down at 2 o'clock arriving at Market
wharf at a little after 3 o'clock at daylight.
We took our things on our shoulders
and started up King Street towards Woolloomooloo
so lucky for us the steamer had just
arrived in from Hunter River loaded with
passengers. In going up though King Street
the police man stopped us and wanted
to know where we were going at that
time in the morning we told him that
we had come in on the steamer from
Hunter River New Castle and they said it
was all right had it not been for the
steamer coming in probably we should have
been taken to the station house and then
we should have been found out. We
went over to Woolloomooloo and found there
some of the circular gypsies and I shipped
on board of the Bug. Sacramento bound
at New Castle N. S. W. distant 60 miles by
water. We left Sydney Australia at 10 o'clock
on Tuesday morning with a fair wind
arriving at New Castle the next day.

I discharged our cargo and took in a
 cargo of coal. And returned to Sydney.
 Discharged coal and took in another
 cargo back again I left her as soon as I
 was in New Castle Wenton Hearnings Boarding House.
 I board. I was not ashore in New Castle but
 a week or 10 days when I got a chance
 on a English Brig loaded with coal
 and to America New Zealand wages 3 lb. a
 month. Left New Castle on Wednesday, Feb. 10th, 1871.
 2nd day out, going through Cook's straits the wind
 aided us off and we ran into Port Underwood.
 in Zealand, and lay for 2 weeks with a head
 wind blowing hard all the time left Port
 Underwood 38 days out, with a fair wind arriving
 at the port 44 days out. The Captain said to me
 that I was the only one that had been there
 before. And he asked me what course to steer
 to clear the reef. I told him S.W. by W. nothing
 westerly, and I was at the wheel and left
 him so. But he had something to find
 fault about I had my wheel too low,
 but the current kept her from coming too
 the wind. The Captain thought he could do
 better, so he came running aft all at once
 he struck me on the shoulder and knocked
 me away from the wheel. I did not say
 anything but arose and to hold of the

-1871-

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wheel again and at last succeeded in getting into port. On Monday next morning after getting in the surf Boats commenced to take our coal out of us. I will give you a representation of the method of which they take the discharges, ships, and coal.



Two or 3 days after my arrival, I took the first opportunity that I could get to go and run away. - From the 5th to the 10th, I at last succeeded in running about. I left Onarou and travelled with out a cent of money in my pocket. I ran for Paluiston 27 miles distant leaving my traps for Lundin. Travelled as far as W. Lundin 28 miles stopped over night in a stable. Left again in the morning for Lundin, arriving there at 4 o'clock the same day, having run a distance

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of 25 miles. Being tired and sleepy,
having no money, not knowing where to
get any thing to eat nor where to sleep,
for the night I went down on the wharves.
I see if I could not get any thing
to eat but I could not succeed in
getting any thing) therefore I looked for a
place to sleep. At 8 o'clock, I crawled in
amongst a lot of wool that was piled
on the wharves and there I slept.
I arose at 8 o'clock and went
and looked around to get some thing to
eat and at last succeeded in getting my
breakfast. After breakfast I went up town
and I stood on the corner of Georges and Petty
streets and a man came up to me
and asked me if I was stopping anywhere.
I told him no where and he told me
to wait there till he came back and
when he came back, I went ~~with~~ up to
his house with him and he told me
that I could stop with him and as long
as I liked till I got some work to do
and I stopped there till the first of April 1871,
when I left for port. Chalmers arriving there
the same day I was not at work for
two or 3 days getting my meals in the
best way I could after being down there

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about 4 days when I succeeded in getting
water down the river, cutting fire wood
to cut 20 cord of wood at, & cutting
a cord. I finished cutting wood on the 27th
of June. Shipped on the steam ship. *Harold*
on the 29 day of June, left on the 30th
for Littleton, Napier, Nelson, Wellington
and Auckland, and Sandwich Islands,
arriving there on the 13th of August, 1871,
discharged cargo and mails, and left again
on the 15th of August, for Auckland
New Zealand, layed in Auckland 3 days
and then left for Wellington, Napier,
Littleton and Port Chalmers, New Zealand,
layed in Port Chalmers, for 10 days, and
left again for Littleton, stoped there 4 hours
and left for Napier, Nelson, Wellington
and Auckland, layed in Auckland 3 days
and then left again for Navigator Islands
and thence to Honolulu, Sandwich Islands
laying latitude 21.19.0 North Pacific Ocean.
It is a very warm country, indeed, there is
~~no~~ Winter here but it is no colder than
what it is in our summer, there is an
abundance of fruit growing, there such as
Pineapples, figs, dates, Bananas, Guavas,
Apples, Water Melons, Cantelopes, and a great
abundance of other productions such as

—1871—

Rice Coffee tea and Sugar Cane. There is a great many manufactures here for boiling Sugar Cane down into sugar and the Manufacture of Molasses. There is a great deal of Molasses and Sugar imported. ¹⁰⁰⁰Thousands of tons of it sent away every year to other Countries. Below I will give you a representation of the ^{of Honolulu} city.



Now you ~~which~~ will see a picture of Honolulu the native name being Wahoo, you will see on your right Diamond Head. on the left Cocoa Head. The street running up the town is called ^{the} Valley Road which runs to the other side of the Island. It is a very fertile Country most every thing will ^{grow} there the soil being very rich. I stopped there till the

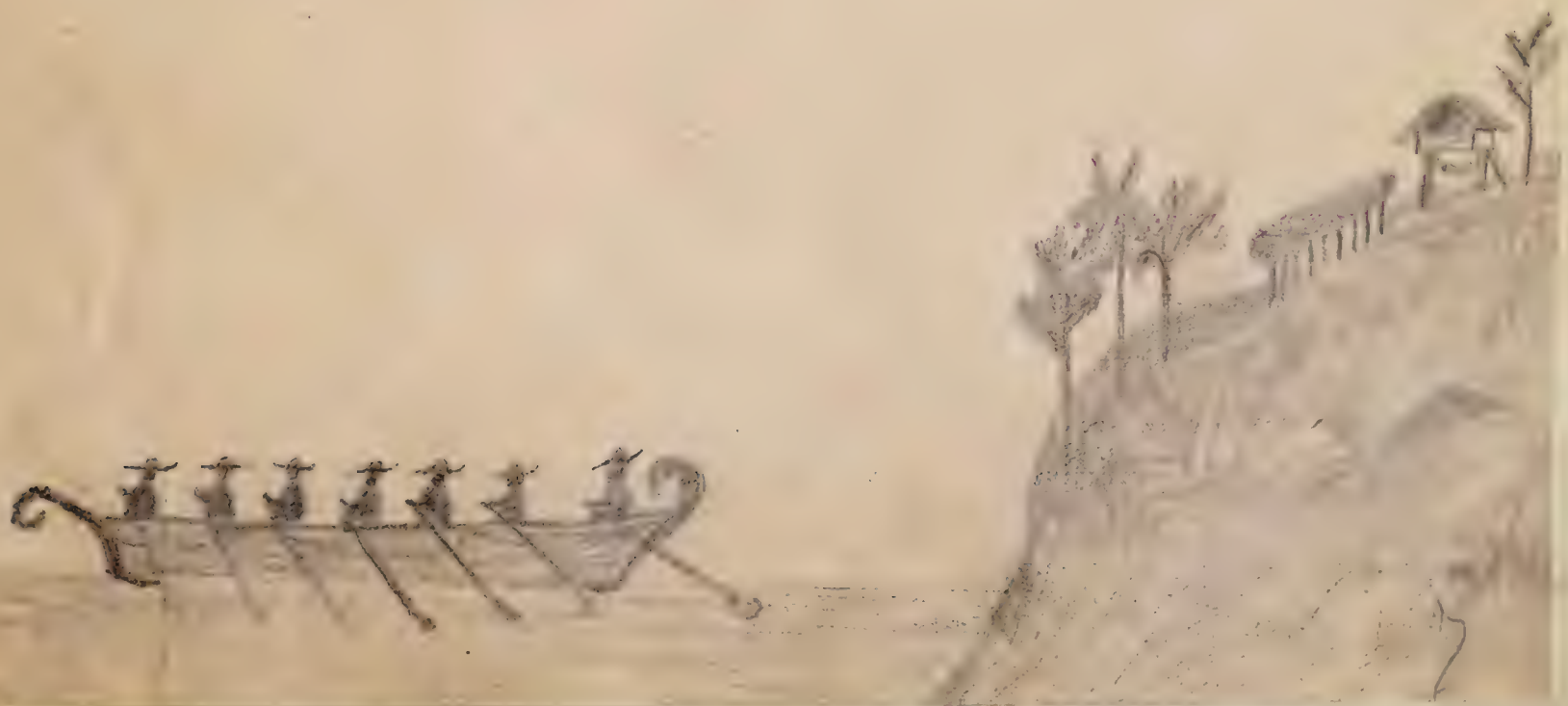
- 1871 -

10th of November, 1871, I arrived there in the
 steam ship Nevada. and the 21st of September 1871,
 two days before my arrival there I went to
 the mate and told him that I would
 like to go home and he said that I could
 go home if I wanted too. Sunday morning Sep^r
 24th the mate told all those that wanted
 to go home to go up to the purser's
 office and get our names transferred on
 the Steamer Moses Taylor, Brooks, at 10
 o'clock I was at work down in the
 engine Room, looking after the tanks to
 see if they did not run over. at 11 o'clock
 I left to go aboard of the other steamer
 which was bound to California, I
 received my order from the purser which
 amounted to \$54.00. I drew \$7 dollars off
 of the Order aboard of the other Boat at
 12 o'clock I went up town and had a good
 look at the place at 1 o'clock. I stood in
 front of the Royal Hotel, talking to a
 Gentleman, which I did not know was a
 police man I asked him what kind of
 a place Honolulu was to run away and
 he said I had better not run away
 as I would get ketch'd as soon as I
 saw it I told him I did not think
 that I would get ketch'd and he told

—1871—

me to go ahead and try it. —
The steamer was to go away, at 4 o'clock.
in the afternoon I got my money cashed
and went up town and hired a
room for \$1.50 a week. at 5 o'clock I
was in my room. Jack came up to me,
and told me Black, ~~the~~ Bill, was
down in Bill Haller after me, and
Dick too. I told him to go down
stairs and watch him and let
me know when he had gone. In the
mean time I stood by with my door
locked ready to jump out of the
window should he attempt to break
open the door, Jack came up to me and
told me that he had gone and I went
down and got supper. next morning I went down
to the American Consuls, and got my
discharge from the Nevada steam ship. In
going up town again the police man stopped
me and I let him take me as far as
the station house when I pulled out my dis-
charge and showed it to him and he was
mad as could be, and ~~he~~ let me go, then
I shipped on board of the Bargu, Victor,
Friday November 10-1871. Left Honolulu on the
13 for ~~Roaches~~ ~~Roaches~~ Island distant 400 miles.
arrived there Tuesday 16 of November after

again on Friday 17th for. Barren Island 14 miles arriving there on Sunday 19 of November. left again on Monday 20th for. Ocean Island 38 miles distant, arriving there Wednesday 22nd left again on Friday Nov 24th for. Pleasant Island, distant, 22 1/2 miles, stopped there 4 days with and abundant supply, of all kinds of fruit left again on Tuesday 28 of November for. Barker Bay distant, 33 1/2 miles arriving there Saturday Dec. 2. 1871, on our arrival there we layed to with the ship about 4 miles from the land the natives come along side in Canoes, only, one at a time being allowed along side to once as they will attack the ship in a very short time. I will give you a representation of these Canoes, and the native Men.



- 1871. -

who stoped there till the 10 of December.
 trading with the natives. 1 lb of tobacco for
 1 lb of tortoise shell, shell being worth
 then in Yokohama, \$5.00 ~~a~~ for found left
 for Newhamon, distant 68 miles. arriving
 there the 12 of Dec. ~~left there~~ on the
 13 of December, 1871. who had the
 delightfull pleasure of seeing and abundance
 of supply of Whales, ~~on boats~~ - all hand
 when called and on boats - lowered
 and our Captain had the delightfull
 pleasure of seeing a large sperm Whale
 breach in the air. Calculating he was a
 1300 Barrel Whale. on boats had not been
 down more than 1 hour when the man at
 the mast head sung out Boats - fast, The
 Captain giving Order, to get the fluke
 chains along, and head made, ready for
 use at 12 o'clock the whale was along, side
 and at 4 o'clock he was ~~out~~ in, ready for
 Boiling down. We turned ~~as~~ on 65 Barrels
 of Sperm Oil. left Newhamon for Fishman Island
 distant 42 miles arriving there on 17 of December. 1871
 left again on the 18 for Lord Howe group, distant
 90 miles arriving there on the 20 of December. left again
 on the 21 ~~for~~ ^{for} pleasant Island 160 miles arriving
 there on 23 of December. left again on the 24 of
 December for McCaskill Island distant 228 miles.
~~arrived there the~~

On ~~Monday~~ ^{Thursday}, December 25th 1 day, after leaving
~~the~~ ^{the} ~~Island~~ ^{Island}, who had the slight
 full pleasure of falling in with party of
 whales. They being all around the ship.
 We called all hands ~~and~~ and lowered
 down our Boats and after them. They
 was not down a great while when the
 man at the mast head sung out, Boats
 fast. We got every thing all clear to
 take him along side when we found
 that they had killed another whale and
 then we got both along side. On
 Tuesday, the whales were still around, we
 lowered down again and got fast to
 another one. Chase them all day, again
 but could not get any more. Wednesday,
 December 26-1871 the whales still around
 lowered down again and got another one
 but we lost sight of them altogether.
 The last 5 whales turned out 102 Barrels
 of sperm Oil. We arrived at M. Paskille
 Island, 28 of December, left again on 29
 of December for Wellington Island. Arriving
 there the same day, left again for St. Lawrence
 Island. Arriving there Sunday, December 31st 1871
 dropped our anchor in the Bay, and furled all
 sail, and made every thing fast. ~~On~~ ^{On} Per
 Monday morning we made every thing ready for

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water and fire wood. On Tuesday we
 sent the boats ashore to get off a
 large raft of water 175 Barrels, Wednesday
 went ashore after firewood fetch off eight boat
 loads Thursday Jan 4th eight more which
 made twenty cords altogether. Friday Jan 5th
 we got off another large raft of water 125
 barrels amounting altogether to 300 Barrels.
 On Jan 6th 7th & 8th took aboard a large quan-
 tity of Pumpkins Mummy apples Coconuts
 Bananas Pine Apples Watermelons & Cucumbers
 and 125 Hogs and sailed on the 21st of January
 for Japan a distance of 1000 miles arriving
 there the 26th of January, dropped anchor in the
 bay. the Barker far away out of Sydney and
 Targue Progress of crew Bedford and our
 own Barge of Honolulu was lying there
 all together. On the 28th of January a man
 at the mast head sung out There she blows
 called all hands and cleared away our boats and
 lowered down and chased them all day without
 any success. The hunchback Whale being a very
 hard Whale to catch, sometimes we lowered two
 or three times a day. then again we would not
 lower again for a week. We had considerable
 many men aboard having four Japanese and
 a French Captain their schooner being stole from
 them at Stings Island making a Total altogether

of 48 men. left Saypan on the 10th of February
 for Tinian arriving there the same day distant
 32 miles dropped anchor and fueled all sail.
 On the 12th of February myself at the mast-
 head I sung out for a Cow and a calf -
 breaching Bay inside the bay. the Captain
 told me to come down as quick as I could
 and clear away the boats - and go after them
 after being down some little time the third
 mates boats cleaver struck the calf with the
 iron but it drewed out again and we lost
 them both we did not see a great many
 more whales worth lowering for while we
 was there. On the 15th of February we began
 to take cargo for Yokohama Japan. the cargo
 consisted of. 50.000 Limes. 25 bullock Hides
 300 Pumpkins 3 Tons. of Sweet Potatoes 4
 barrels Onions. 12 Goat-Hides. 50 Watermelons
 75 Bunches Bananas 4 Barrels White Potatoes
 10.000 Lemons 7000 Cocoanuts. 40 (extra
 size) Hogs. Left Tinian on the 22nd of
 February for Guam arriving there on the
 morning of 23rd took aboard 1. Spanish
 Doctor as passenger besides 1. Dutchman
 took aboard 75 Bunches of Bananas. and
 orders to leave at 12 oclk noon on the
 25th or the Captain would be fined five
 hundred dollars so we had to leave on

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day the fine. On the 25th for Sulfur
 Island arriving there on the 29th distance
 232 miles. Left again the same day for Bornean
 Islands distance 140 miles arriving there the
 4th of March. Dropped anchor and fueled
 all sails. on the 5th of March took aboard
 6 Barrels Onions 200 Pumpkins. 20 bags White
 Potatoes. 3 extra large size Hogs. 44 Swi
 Turtles. 500 lbs of Tortoise Shell. 150 chickens
 6 pairs of Ducks. 1 Rambuckton's Goat. 3
 young Calves. Left on the 14th for Yokohama.
 arrived there the 26th of March after having
 several ~~heavy~~ heavy gales of winds spring-
 ing our upper foretopsal yard and splitting one
 or two of our sails and carrying away our inner
 bobstay. on the 28th of March we began to
 discharge our cargo. in two days times we had
 all our cargo out. on the fourth of April a captain
 came aboard of our ship and asked our captain to
 let him have 10 of our best men to go aboard of his
 ship and bend his sails and get her ready for sea.
 The most of his crew being in irons and chained
 in between decks at 2 o'clock in the afternoon
 we were loose from their irons and chained through
 the assistance of one of my shipmates there
 was a Japanese sampan along side of the
 ship ready to take the captain ashore. but
 the men after getting out of their irons —

rushed on deck and down the companion way into the sampan and started to go ashore but the Japanese did not want to take the men ashore as they would get in trouble but the men ripped up the boards out of the bottom of the sampan and hit the Japanese over the head and made them scull there was another sampan along side of the ship which the captain jumped in and came ashore after them but the men paddled ashore with the boards as hard as they could go they reached the shore some four minutes ahead of the captain they all got clear one of the men came aboard of our ship and stowed himself away so that he would not be found out. As soon as our men got done working aboard they came aboard of our ship and immediately after arriving about two of our men ran away. on the 10th of April took aboard one half ton of Tobacco. 20 sacks of flour. one box of Preserves. 4 quarters of meat. 193 Pickles of Potatoes for our use. On the 12th of April one watch had liberty to go ashore for twenty four hours. On the 13th the other watch had liberty to go ashore and return the next day One of our men left while at duty ashore.

1872

On the 17th of April a policeman came aboard of our ship with one of the men that had run away. On the 17th of April we had orders to go to Misaki Bay there to lay at anchor. In Yokohama we sold all our furs all the way from \$10 to \$500 each being very dear there and valuable. Before leaving Yokohama I will give you a splendid view of this Japanese city and Mt. Funeama



on your right you will see a view of the highest Mountain in Japan it being seen a distance of 120 miles of a clear day there is snow on it all the year round. On your left is Yokohama and on the right at the foot

of the mountain is Bannan and
 Skye town. at five o'clock the same day
 we arrived at Misaki Bay two of
 our men ran away. one of them was
 caught and brought aboard. April 21st we
 hove up our anchor and sheeted home all
 possible sail took Pilot aboard and left
 for the Coast of Kodiak there to cruise for
 right whale. On the 24th of April at 11 o'clock
 at night we was running with a heavy
 fair wind with all sails out. at 12 o'clock
 a tremendous squall struck the ship
 coming from the NW west our course
 being N. W. by N. therefore it was a head
 wind. we had to run dead before the
 wind in order to get the sail in: we
 took in our royals degallantsails ~~to~~ and
 all our small sails down to single reefed
 topsails and hauled on the wind and hove
 to for the night. at one o'clock the breeze
 came stronger and stronger which compelled
 us to take in our upper topsails our lower
 fore topsails the goose wing the main top-
 sail and reefed the spanker. it blowed a
 continual gale of wind for four solid days
 a heavy mountainous sea running all
 the time breaking over the ship but doing
 no damage. at 1/2 past 12 o'clock in reefing

the fore top sail. Petowla one of the men
 was in the bunt he went to reach forward
 to get hold of a sale and the sail gave a
 slap and he pitched head foremost and
 struck on the rail of the degallant fore
 castle and broke his ribs injuring some other
 parts of his person. the man on the lookout
 saved him from ^{going} overboard he was taken aft
 and the blood washed off from him and
 a splinter put on his legs and a man stati-
 oned there to watch him night and day
 there was nothing passed from him for
 three days and a half on the morning of
 the 5th day he died. he was scaved
 up in canvas and orders given for all
 hands on deck haul up the mainsail
 haul up the foresail haul down the head
 of the spanker square the fore yards
 clew down the main royal take out the
 bang way board and rail and lay the
 corpse on the covering board all hands
 silent to prepare for prayers: four minutes
 to prayers then four men seized hold of
 the slide and when the orders came he
 was cast into the Briny Deep, orders to
 make sail again and sail for the
 Arctic Ocean. On the 10th of May we
 sighted the ice in latitude 54. 19. 0. north.

Pacific Ocean head winds and calms prevented us from doing much with the Ice, on the twelfth of May we had a fair wind and made good use of it and poked her through the ice. On the 15th of May sighted Cape Thadens having ~~sighted~~ come a distance of 4600. miles. On the 17th of May we arrived at Plow Bay having come a distance from Cape Thadens 312 miles. Dropped anchor and furlled all sails. layed in Plow Bay, 4 days waiting for a shift of wind to move the ice and left on the 21st of May, for the Arctic Ocean. On the 22nd we had a heavy gale of wind from the N.E., off Indian Point which kept us back till the 24th of May. ~~we~~ had to keep heaving the lead during the gale to see that we was not shifting ashore on the point on the 25 passed by St. Lawrence Bay, and Island vast quantities of ice all around as far as we could see there was too much ice around to prevent us from going through the Straits. On the 26 of May, the man at the Mast. heaved away out then she Bellowed. We called all hands and lowered down our boats and up sail and after them. but we could not get near where were they. after we had

1872

not been down more than 2 hours when
 the ~~the~~ collar was up to the peak.
 for us to come aboard. On the 27 of
 May, we sighted the diamese and
 farewell Rock right ahead at 2 o'clock.
 we passed through the straits bound
 shore north. I shall give you a representation
 of the straits of ~~Small~~ diamese formerly
 called Bhering Straits

view of
 Bhering Straits
 Diamese
 Small
 Great and
 farewell
 Rock.
 Cape
 Prince of Wales
 and
 Cape

On the Right is little diamese and Cape
 Prince of Wales on your left is Big
 diamese and ~~Big~~ Cape. We arrived in the
 Arctic Ocean at 4 o'clock in the afternoon
 of the 27 of May. There was a great
 deal of ice as far as we could see
 all around which prevented us from going
 any farther to the northward than Cape Prince

of walrus. on the 10 of June we saw a large
 whale breach in the air called all hands but
 did not lower. Kept a sharp lookout for two
 hours but did not see him again on the 18th
 June being most time for walrusing we saw
 a large and heavy body of walrus on several
 cakes of ice there being about 5000. all together
 called all hands and lowered down and brought
 aboard 19 walrus. On the 19th 13 walrus
 20th & 21st blowing a heavy gale of ~~and~~ wind which
 compelled us to heave to under lower topsails
 under the lee of the ice there being a very
 large flow of ice to windward of us. On
 the 22nd of June caught 45 walrus. On
 the 23rd we had the delightful pleasure
 of seeing large numbers of walrus on the
 ice. the Captain came forward and told us
 all to be quick and lower the boats as there was
 1000 of walrus in sight from 3 o'clock in the
 morning till 10 o'clock in the evening we fetched
 aboard 107 walrus. turned us out again after
 having only 2 hours sleep but did not get only
 8. 24th 25th and 26th took aboard 62 walrus
 On the 27th 90. walrus. On the 28th 72 wal-
 rus. On the 29th 40 walrus. On the 30th
 82. walrus. On the 1st of July 28. walrus
 On the 2nd of July 87 walrus. On the 3rd
 10 walrus. On the 4th of July in the morn-

- 8/2 -

ing. finished our walrusing by taking aboard
 27 walrus before 9 o'clock. Ammounting altogether
 550. walrus. Captain called all hands on
 deck and told us all to splice the main
 brace gave orders to hoist the American
 Flag at the peak. flag of truce at the
 mast-head we took our twelve pounder
 on the gallant fore castle and fired a salute
 of 42 guns in Honor of the Glorious Fourth.
 There was a grand jubilee on board all day.
 at 8 o'clock in the evening spliced the main
 brace again orders from the captain to ~~leave~~
 make all sail and square yards for St
 Lawrence Bay. before leaving the walrus
 ground I shall give you a representation
 of them as I saw them on the ice. —

view of Walrus
 on the ice
 in the Arctic
 Ocean

the ship arrived at St. Lawrence Bay, on the
 6th of July 1872. Stopping there some little
 time trying out our walrus, giving us altogether
 450 Barrels of Oil. On Wednesday, July 17th,
 took a large raft of water about 175 Barrels.
 On the 18th we came up anchor and made all
 sail, and started to come out with the
 wind a beam, but the Captain did not keep
 off enough and ran the ship ashore. We let
 go both anchors, lowered all the Boats, and
 hauled aboard the fore and main yard got
 our kedge anchor up from between planks
 and ran it off our quarter started our
 water by boring holes in the Casks, fore and
 aft discharging some 1 or 200 Barrels of Water
 before that we could get off, we at last
 succeeded in getting off. but taking our ground
 line to the windlass after getting off before
 we had any supper we had to get another
 large raft of water off. On the 19th got under
 way and passed through the straits beyond St.
 On 24th of July ~~we~~ made Cape Lisburn on our
 lee bow but the ice being so thick and heavy
 could not get any farther north. On the 25th
 the wind hauled round into the S.E. which
 gave us a slant to get up further St. we
 poked her through the ice all night long
 and on the 26th dropped our anchor at

1872.

Key Cape. On the 2nd of July the bark -
 far away dropped anchor close side of us -
 at 11 o'clock A.M. called all hands orders
 from the captain to go on a whaling expedition
 with the boats. after being down about 10 hours
 it came on thick fog and a dead calm but
 did not see any whales nor hear any. it
 took us quite a while to find the ship.
 but after a while we succeeded. before leav-
 ing Key Cape I shall give you view of
 Key Cape the bark far away and Arctic -

view of Key Cape
 Barges.
 and Arctic.

On the 29th of July, hoove up anchor and got under way made all possible sail bound to Point Barrow the most point of North America. On the 30th of July spoke the ship Europa having 15 whales aboard 800 barrels stored aboard. On the 31 of July a man came aboard of our ship and told our captain that there was six ships on fire at Whalemans Inlet we made all sail and went as far as we could go. when we got up there there were four or five ships still burning dropped our anchor at Whalemans Inlet could not get any farther north for a day or two. Below I give you a view of Whalemans Inlet and the barges Mastella and Henry Tabor still a smoking.

Whalemans
Inlet.
Barges -
Mastella
and Henry
Tabor

— 1872 —

On the 2nd of August man at the mast
head saw but there she blows called all
hands lowered down the boats there being
then over 80 or 100 boats being down after
one whale we had not been down more than
2 hours when up goes the colors for to go
aboard the barque Progress catching the
whale. On the 3rd hove up anchor and
started to cruise amongst the ice for whales
at 11 o'clock A.M. lowered down boats and struck a
65 Barrel Whale cut him in and started
for the North Pole. On the 4th started for
Point Barrow again. On the 8th when within
100 miles to the Northward of Point Barrow
saw a large school of bowhead Whales down
boats we had not been down more than
half an hour when our mate struck a
60 Bbl. whale hardly had he given the
signal when the 3rd mate struck a 75 bbl.
whale took them both along side. the 4th
mate being still away from the ship with
another 60 bbl whale tried them all out giving
us 195 bbls bowhead Oil. On the 10th of Aug —
we had the delightful pleasure of killing
a 125 bbl whale. On the 12th wind blowing
strong from the S.W. blocked the passage up
with ice between Point Barrow and the Western
ice which compelled us to lay at anchor four days

and wait for a N.E. wind to open the Ice.
 On the 16th of Aug. we got through. On the
 17th of Sea Horse Island we fell in with
 a large striker which turned us out 98 bbl
 oil. On the 20th struck another whale and lost
 him. On the 21st we struck 2 more and lost
 them both. On the 22nd did not see any.
 Had a general gaming all day. On the 23rd went
 to the westward to see what we could see
 there. On the morning of the 24th struck
 a 90 bbl whale and saved him. On the 25th
 of Aug a heavy gale of wind set in and
 snowing great guns which lasted for two
 days. On the 31st saw a large school of Whales
 but could not get ^{only} an 80 bbl one. On the 5th
 of Sept. while at Herald Island saw vast
 numbers of Whales but being very bad weather
 could not lower. Below I give you a view
 of Herald Island in the Arctic Ocean

View of Herald
 Island the
 in
 Arctic Ocean

X

1872

On the 6th of Sept went to Sea to see
Island there to cruise for more Whales. —
Did not see any more for a few —
days but when we did see any —
it was blowing a gale of wind.
At the time On the 27 of September the
Barge Rosco was totally lost in the ice.
All hands saved. On 4 of October we
spoke the Barge Ithaca then (captain
~~asking~~ asking us if he was going)
down our Captain telling him just as soon
as we got one more whale. On the 5th of
October saw a small whale and got him
lying him out making altogether 1280 Bbls
of Oil. 167 Spuns 450 Walrus. 673 Bow head. —
On the morning of the 6th of October —
we squared yards for Honolulu Sandwich —
Islands. it took us 4 days. to go to
the straits passed through channel on the
10 of October. passed by Plover Bay on
the 12 of October. on the 15 of October passed
through Fox Islands with a fair wind and
steady breeze. On the 23 and 24th ~~blowing~~
blowing a heavy gale from the S.W. being
a head wind therefore we could not do
any thing we had to leave too far a day
or two On the 27 and 28 we chided all
our bone read for to go into Market

On the 28th of October at 5 o'clock in
the afternoon, I hired of Molochi and
left off for Diamond Head arriving
in Honolulu on the morning of the 29th
of October Discharged before the Harbor
Master on Tuesday November 5th 1872
I having used up \$67.0 for clothes during
my stay in the Arctic Ocean. Therefore
I had no ready money. Coming to me
having it all for clothes \$20. I for Board
while in Honolulu Before I went off to
William Hall to board. Before leaving
Honolulu I will give you a few words in the
Kanaka language. which I will transcribe in
English as they use their language

A to ho A to ho mimi Eui mi hoi a hony.
 Mucky, Mucky, punatoa Pacha'i rigapoo Conterda.
 Hoi A oia heni mi maima. ~~He~~ ahony
 Mucky, Mucky hapa hony, wienu ~~He~~ ahony.
 Hoi Hoi Maima hoi heni mi maima
 Mucky, Mucky rigapoo Pacha'i ahony) mucky
 Mucky, rigapoo Pacha'i, ahony, Mucky Mucky
 Hoi Hoi Mahopy, rone, ahony, eehi oia
 Maima hui hui rone Molekahi Malallo
 rone hui hui Maima a hoi hony, Cow
 Kira Wienu hapa hony hui hui rone
 Mikanary Calu ka wa o ka lanai.
 Honolulu.

Great quantity of people, Great quantities of me
 and you are like the same Chinaman. All the
 same quantity you have you have here of
 things are like half white woman who sleep
 at night you come here before like all the
 same Chinaman who like all the same China-
 man to like sleep very back to see you
 about plenty of potatoes. away from below.
 Plenty of things. Here you see my half
 white baby. Plenty of missionaries it is a
 in the heavens. Honolulu.

On the 10th of November went to work at
 Hall's store having one thirds the money
 made. we took in 30 dollars on an average
 some days took in as high as 100 dollars. On
 the 5th of November Steamship Nevada Moses
 Taylor and Nebraska were all in Honolulu at
 the same time. on the 16th and 17th two large ships
 arrived which gave us plenty of custom but I
 could not get a man to work steady at it they
 would work a day or two and get drunk therefore
 I had to leave it and go to sea again. I stayed still
 till the 4th of December and on that date I shipped
 again on the same barge for another whaling
 Cruise on the 8th of Dec. with a fair wind
 we put to sea bound for Paches Island
 distance 400 miles arrived there on the 11th
 Left on the 12th for Barren Island distance 92
 miles arriving there the next day.

- 1872 & 1873 -

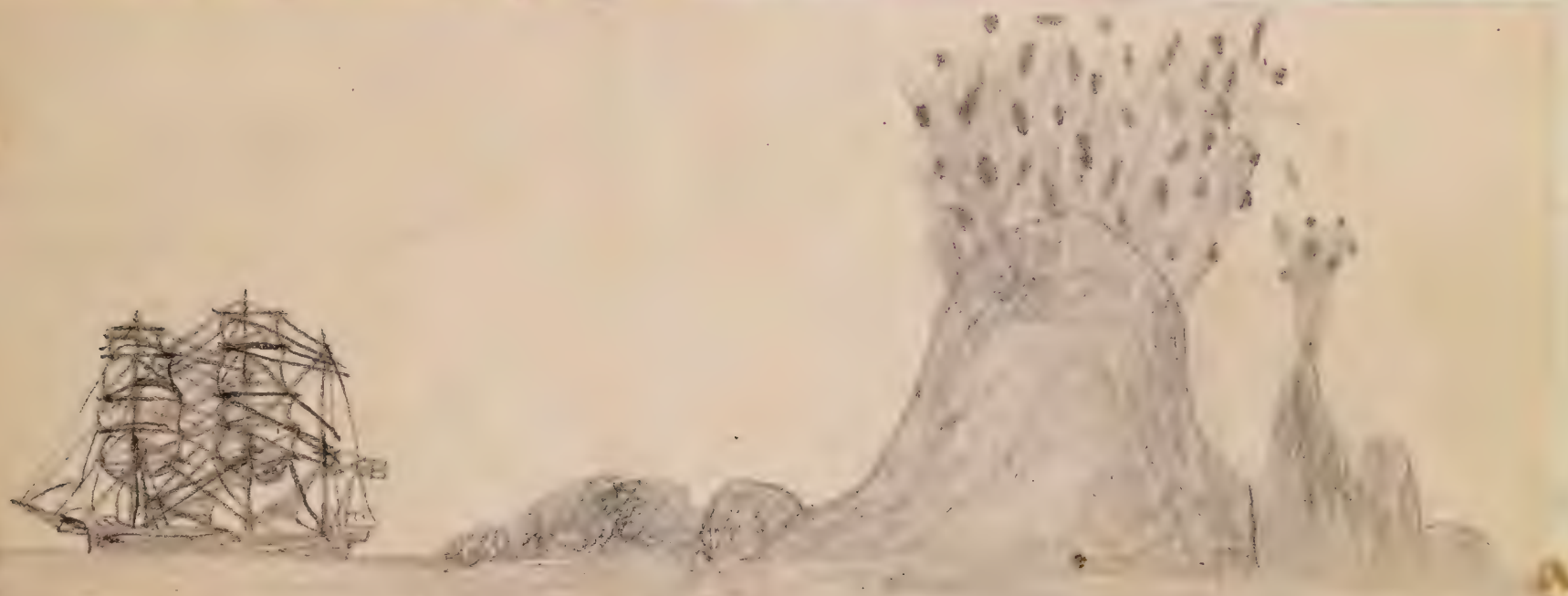
83

Left on the 14th for Ocean Island distance 68 miles. arriving there the next day. Left on the 16th for Pleasant Island distance 224 miles arriving there the 19th of December. Left on the 20th for Strong's Islands distance 140 miles. arriving there the next day. Left on the 22nd for Wellington Island distance 120 miles. arriving there the 24th. Left on the 25th for Ascension Island distance 18 miles arriving there the 30th of December. On the 31st of Dec got our boats ready to get firewood. On the 1st day of January 1873. It was a stormy day and could not do any thing. On the 2nd could not get only four loads aboard the ship during the day in account of the tide. On the 3rd took aboard 4 more loads. On the 4th four more. On the 5th four more. On the 6th took aboard a large raft of co to 175 barrels. On the 7th began to take in cargo took aboard 150 Hogs. 200. Pumpkins. On the 8th 50 Bunches Bananas. On the 9th 300 many apples ready for pickles. On the 10th took aboard 25 Bunches Plantings 150 lbs Tortoise Shell. On the 11th 2 dozen Watermelons and 3 young Calves. On the 12th took aboard 10 Squashes 3 lbs Cucumbers 4 Bbls White Potatoes did not do any thing more till the 22nd of Jan. When we had orders to leave

-1873-

up anchor and make sail bound to Timian
 distance 1000 miles arriving there on the
 27th Jan. dropped anchor and furled all sail
 kept sharp look out every day for Whales.
 lowered once or twice but did not get fast to a
 50 blb Cow Whale we struck him off Crab
 Island and with four boats attached to him
 he towed us away inside the reef and away
 back by the ship into deep water again
 before we killed him we at last went in
 his horrors preparing to die after he was dead
 the mate proposed hauling his head up so as
 to tow him easier to the ship but in doing so
 the whales throat got full of water which made him
 sink down about 30 feet we got all the men
 on the lines to try and haul him up but
 it was no use they had to cut lines and
 let him sink. On the 25th of February
 began to take in cargo for Yokohama took
 aboard 10,000 Lemons 25 Bullocks Hides and
 200 Pumpkins. 6 wild Hogs 4 Tons Sweet-Potatoes
 On the 26th blew a heavy gale of wind for
 several days therefore we could not do any
 thing. On the 2nd of March took aboard
 6 blbs Onions 40 bags White Potatoes 25 bunches
 Bananas 30 Squashes. On the 3rd took aboard
 25 cases of Jerked Beef 2 doz Boats Hides. On
 the 7th of March took aboard 50 mats. 200

Watermelons. 500 Cucumbers 10,000 Limes. On the 5th of March we hoisted anchor and made sail for Guam arriving there the 10th of the distance 24 miles. ~~At~~ discharged our cargo of Jerked Beef. On the 6th of March left again for Sulphur Island distance 332 miles. It is a volcanic eruption throwing some masses of lava when arrived there on the 10th of March 1873 a view of which I have given Below as I saw it.



XX
This Island is situated latitude 23.19.8. Longitude 170.10.0. West. It is very dangerous. We cannot go more any nearer than 3 miles without the ship pitching. We left on the 11th for Borneo Islands distance 180 miles arriving there on the 12th of March. We got anchor and full sail and layed there for some time at Borneo

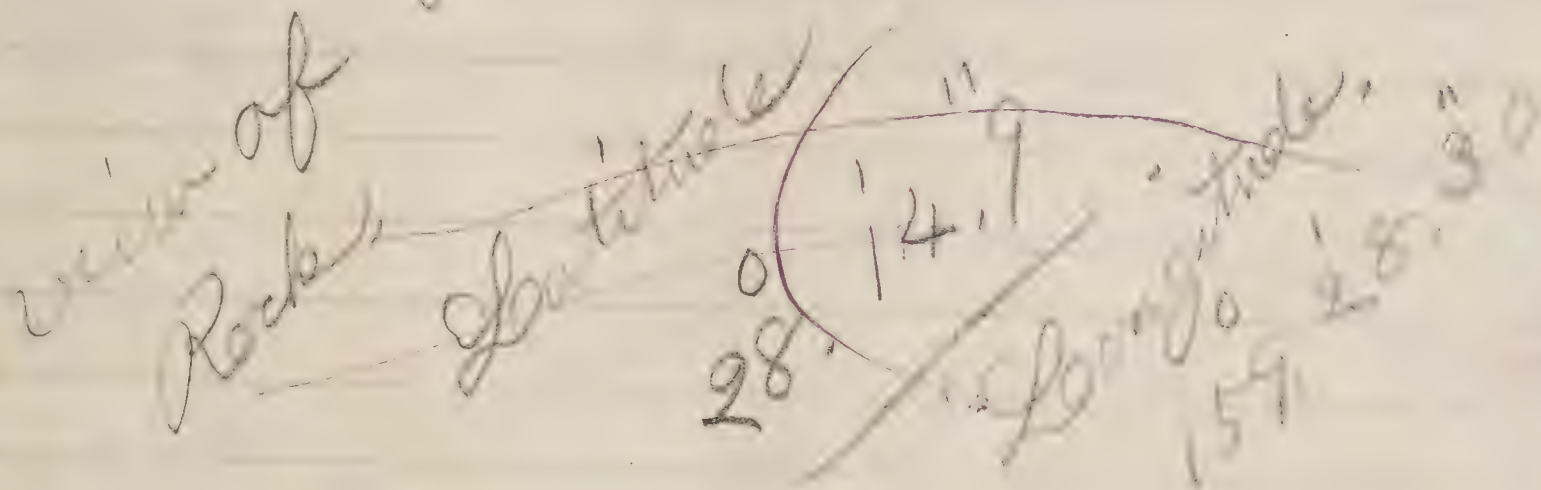
-1873-

a heavy gale of wind for 2 or 3 days.
 which prevented us from doing any thing
 On the 15th of March. Took aboard
 aboard, 1300 Pumpkins. 6 large hogs 7 Bbls.
 of onions 4 Bbls Potatoes. On the 16th
 took aboard 28 Turtles Before leaving
 Bannan Island I will give you a view
 of this ~~city~~ island and harbor.

view of Island
 Bannan Harbor
 and
 and

Left on the 20 of March for Black rock.
 to cruise for Spum Whales. we stayed around
 there for some time but did not see any. then
 left Black Rock on 10th of April, 1873.
 for Yokohama Japan. While around this
 Island saw several large schools of
 Blackfish. But could not get any.
 Wee got a killer one day, and tried
 him out turning us out 8 Barrels of
 Black Oil ~~on~~ on the next Page you

will see a view of Black Rock



Arrived Yokohama on the 18th of April, 1873. On the 19 of April, 1873 we broke out all our stores and provisions out from aft. On the 20th of April, the Carpenter came aboard and went to work to tear our Cabin down and build another one down below. On the 21st of April, 1873, I watch ~~to~~ went on shore for a liberty of 24 hours, to return again next morning, and then the other watch to go ashore. Discharged all our Cargo and took in some more provisions such as flour Sugar Coffee and tea, and rice, a Water Boat, came along side and we took all our water home ready for sea. On the 25th of April, 1873 My Watch had liberty to ashore for 24 hours. I stayed ashore all day, and saw

- 1873 -

at first rate time. I went up to ~~the~~
 Cury, Gave, and was very much interested
 in that Place, As you will see below.

Cury
 Gave

This City is connected with Yokohama, there
 being about 20,000 inhabitants - Mostly Gills,
 you will see below a view of the
 Battery and Fort at Cury, Gave, Japan.

Battery and
 Fort Japan

-1873-

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I left Cury, Gawa at 1 o'clock to go
over to European town. There being a great
many white People living there. Below
I will give you a representation of the town.

European
Town.

On the 26 of April 1873 the other
satch went to ashore. On the 27th
I went ashore again, and had a
nice time. I took a walk all around
the town you will see below a view
of a Japanese Pawn Brokers Shop.

Pawn
Brokers
Japan.

- 1873 -

On the 27th of April, took aboard
 some more provisions On the 30th of
 April, left Yokohama for the Arctic Ocean,
 a view of which you will see below
 as it was when we was coming out of
 the harbor.

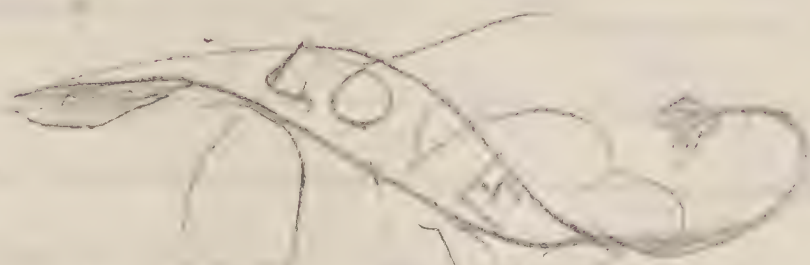
view of

Harbor, in
 Japan.and Barge
 Arctic coming out

View of the Harbor, and the Ship that
 I was in the Barge Arctic. On the
 3rd of May, had a very severe
 gale of wind, which lasted for several
 days, we were here to under Goose
 wing main top sail. On the 5th of ~~May~~
 May, Calm, and Clear. Weather ~~for~~ for a day
 or two on the 10 of May, our Captain
 took sick and nearly all of us was sick
 and he thought he would go into a boat
 and get some medicine. We therefore left
 for Petrolavsky, Russia America province -

Arrived of the port, but could not get in,
on account of the ice and Bay, being
all frozen. Below you will see a view
of Petrovsky Russia America.

view of



St. Petrovsky
Russia America

This place is situated latitude $52^{\circ} 10' 9''$
longitude $167^{\circ} 24' 8''$ west of the meridian
of Greenwich. On the 10th of May sighted
the Ice in latitude $53^{\circ} 16' 20''$ Longitude
 $178^{\circ} 10' 10''$ west. The ice being very thick
and heavy. Head wind but very light.
Breeze of wind. 11th of May fair wind.
Passed the ship through the Ice. On the 12th
sighted Cape Thadue. thick squally weather
and heavy. all hand called to stand
by in case a large Ice Berg should
strike the ship there being plenty of
them around as far as we could see
We saw several Whales off the Cape
but did not get a chance to examine

- 1873 -

any of them. Below you will see a
view of ~~the~~ Cape Thaddeus, and
the Barges Arctic and Ship, Europa
stuck in the ice. Solid for 4 days.

Barges Arctic
Ship Europa
and
frozen in the ice
for 4 1/2 days.

On the 13th of May, at 2 o'clock in the
morning, our Ship, Fetched up. Solid against
the Ice. We had to keep that way for
2 or 3 days, until at last we got out into Clear
Water after a very hard struggle with the
ice. On the 17th of May, we sighted Indian
Point, dropped our anchor, and layed there all
day, and night saw one whale but could not
get within gun shot. We also took aboard a
large quantity of Ballast to put on ship
down by the stern. Before leaving I will

1873

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give you a view of Indian Point and

view of Point

Indian.

Bering's Straits

Arctic Ocean.

On the 18th of May, we broke up anchor
and went up. North. passed by St. Lawrence
Island up to the Straits, on our
driving off by diamese. We saw a large
whale spouting called all hands. and
lowered down our Boats and went after
him we had not been down more than
two hours. where the 4th mate struck the
whale as soon as the Boat struck
him the whale turned the Boat up side
down which give all hands a shocking
we had to cut line and let him go
he started to windward and we pulled
after him. but had to give him up.
called the Boats aboard and hoisted
them up. On the 19th of May we passed

-1873-

through channels into the Arctic Ocean.
 On the 20 of May, saw large number
 of walrus on the ice, landed down our
 boats and went after them but did
 not get more than 4 or 5 walrus. On the
 21, 22, 23, 24, 25 and 26. Blowing a heavy
 gale of wind, therefore we could not do
 any thing. On the 27th of May, got
 21 walrus. On the 28th " " 9 walrus.
 On the 29th " 11 walrus. On the 30th
 walrus. On the 31st of May saw a
 mother whale but could not get near.
 him. There were some 40 or 50 boats after
 him as I have shown from my own eyes.

50 Boats
 after one Whale

On the 4th day of June, we got about
20 walrus, there being about 5 or 6 ships in
sight namely ship Europa, Bangor, Arctic, Progress
and Logoda far away. All after walrus. At the 8th of June
we will see a view of the ships after walrus.

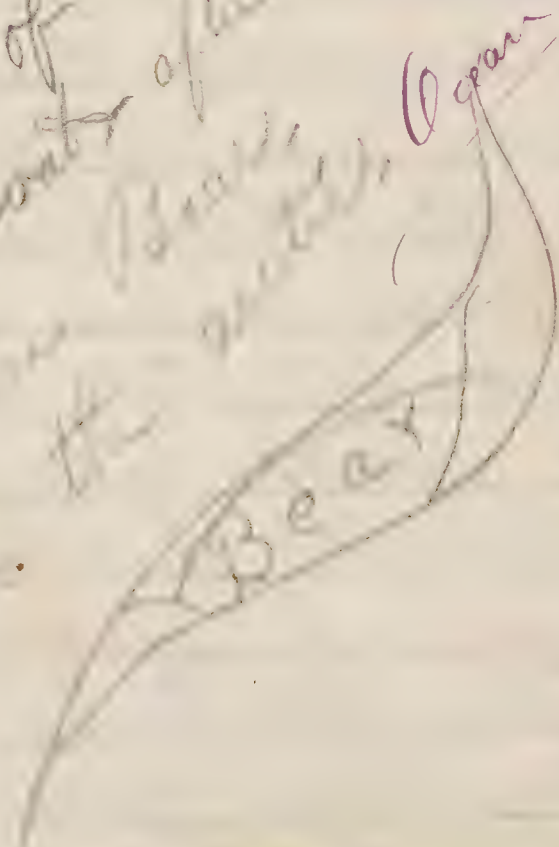
Ship
Europa
Bangor - Arctic
Progress - far away -
and Logoda.

On the 4th of June, got 22 walrus. On the
3rd and 4th of June (Blanca) a gale of wind,
on the 5th got 11 walrus. And the 6th of June
got only 3 walrus. They being very scarce, we
thought it was time to knock off and go for
whales so we started for north trying out
our walrus turning out 120 Barrels of Walrus Oil.
On the 10th of June arrived at Cape Lisburne.
saw several ships spoke the ship George 800
Barrels of Oil the ship Jungs Perry 950 Barrels
of Oil, Burke, Midas 950 and Java 300 Barrels.

-1873-

of hills on the 11th of June. hindered by
 ice (up) bound due. North. Could. not
 get very far North on account of there being
 so much ice, all around, us but we succeeded
 in getting up 4 or 5 miles every day. Cold and
 stormy weather occurring nearly every day
 arriving off Sea Horse Island. On the 10th
 of July. On the 4th of July in the morning
 we succeeded in getting a large bear, which
 we killed and took aboard of the Ship.
 The Captain fired a salute of 32 guns off
 in honor of the 4th of July, called all
 hands aft, and ordered to cheer the
 main brace which order was fulfilled and
 carried out. Below you will see a view of our
 boat, after a polar bear, and the capture of

view of
 Boat after
 our first
 on the water
 Bear
 (year)



on the 11th of July we attempted to Beat
to the southward with a strong southerly wind
a blowing for 4 days. but there being
such a strong current running to the
Northward, all the time that we could
not do any thing at all. therefore we went
into Whalers Inlet, to drop anchor, layed
there 4 days. on the 16th of July we hove
up anchor, and started again (saw
whales several times) but could not get any
faggy. and snowy weather till the 29th of
July when we arrived off Point Barrow. on
the 30th cold and clear weather. you will
see below a view of Point Barrow the
westernmost point of North America

View of
Point Barrow
Northward
Point of
America
North

-1873-

On the 31st of July saw a large whale
about 60 miles to the N.W. of Point Barrow
we lowered down our boats and had not been
down more than 2 hours when we struck him.
It took us considerable time to get him —
along side after getting him along side we
cut him in and tied him out, turning us
out 102. Barrels off. Cal. Below you will see
a view of our ship taken the whale alongside.

view of
the 13th Arctic
expedition
July 12 1873

Saw several whales during the first of July but
could not get any. where, near, any of them are went
as far north as latitude 75-80.0 within 14 1/2 degrees
of the North Pole being 870 miles direct course.
Cold stormy weather during the first part of
July, 1873. On the 12 of July, the wind came
into the westward therefore we had to get out from
Point Barrow and work south so as not to be

Looking between the ice such a view. Below
you will see a view of the ships, ~~and~~ ^{and} ~~and~~
ing to get out into Clear Water, so as to see the ^{ships}

View of
the ships
getting out from
Point Barrow.

In case we should have got jammed in, probably, if
we should not have got a chance to get out
again and therefore we should have lost our
ship. We therefore succeeded in getting out
Clear Water. Below you will see all the ships
lying at Point Franklin, after getting out in Clear

View of
the ships at Point Franklin
after getting out in Clear

- 1878 -

Before leaving this Arctic Ocean I will
 give you a view of an *Esquimaux* family
 as I saw them when I was there in the dress.

view of
Esquimaux

family

On the 10th of August we thought we would
 follow the western ice all along to Herald Island
 to see if we could not see any whales over there.
 on the first of August up to the 10th we
 had several gales of wind which prevented us from
 doing any thing at all. We kept on to the westward
 and saw several whales and succeeded in getting
 one on the 12 of August. tried him out turning
 her out, 65 Barrels. Oil. we kept on to Herald

Islands during the later part of August heavy
gales of wind with plenty of snow and hail.
We arrived at Herald Islands on the 2nd
of September saw nothing. Thine heavy, foggy
weather. all the time. we returned back to
the eastward. saw another whale, and got him
tuned us out 130 Barrels of Oil. He was
a very large Whale, it took us one day to
get him in. Below you will see the Barque,
cutting in this large whale.

view of
Barque cutting
in a large
Whale.

On the 15th of September we arrived off Sea
House Island but blowing a heavy gale of wind
We did not know what to do there we
under close reefed topsails and fore sail and
main sail. Beating to windward to Cape
Libon out of danger of the ice. the gale lasting
right along every day. on the 29th of September our
Captains thought it best that we should go down

- 1873

to Honolulu. Called all hands and made
 all sail square yards, for Honolulu. On
 the 3rd of Oct. calm with light breeze and
 baffling winds passed through between big and
 little Diamese into Bhering straits. On the
 4th of Oct. passed by St Lawrence Bay. On the
 5th of Oct. 10 under the lee of the west coast
 of Russian America Plover Bay. Tied up in
 Esquimaux Boat Steerer and gave him articles
 for the winter including whaling gear bomb-
 gun and lance two hundred ^{or fifty} fathom of line on
 the 7th of Oct. past by Cape Thadens and bid
 adieu to the Esquimaux Land. On the 9th
 past at the seaward of Kings Island. On the
 10th blowing a heavy gale of wind passed to
 the windward of St Paul Island. On the
 12th passed between Fox Island passage &c.
 On the 13th 14th 15th 16th 17th & 18th fine
 steady breeze ship traveling at the rate of 200
 miles a day. On the 19th & 20th we clean
 all our Bone amounting 21,000 lbs. On the
 21st 22nd 23rd & 24th fine clear weather light
 breeze. On 25th & 26th wind hauled around
 into the southwest blowing a heavy gale
 of wind being a head wind which com-
 pelled us to heave to under goose wing main
 topsail. On the 27th fine clear ~~and~~ weather
 fair wind with more or less swell on.

On the 28th fair wind at 1/2 past 1 o'clock sighted Molokai a view of which you will see below.

View of
Molokai
and surrounding
Islands
land.
may
Weat.
I am
Can.
Gon
a a a a a
o o o o o

At 1/2 past 7 o'clock in the evening left off to N. by S. course for Diamond Head arriving at Diamond Head at 1/2 past 11. Here to under the lee of the land for the remainder of the night. On the morning of the 29th of Oct. at 1/2 past 7 o'clock a tug steamer came out and towed us into Honolulu. On the 30th discharged all hands. On the 31st I went to work at the store of W^m Hall on N. shore. I worked for him till the 18th of November. Then I shipped on board the American ship Coringa bound from

~~to Hamburg~~
 to Hamburg. Before leaving Hon-
 olulu I will give you a view of the Harbor.

View of the Harbor

of Honolulu

I

S.



On the 15th spent out \$40 for clothes and sundries. On the 16th I went down to the new wharf and on my return at 1/2 past one I saw the men heaving up anchor on board of the ship. I hastened to the shipping masters office and before I was half way up the Valley road I saw the men had all the sails set. I had not got my things aboard I went up to the store and sat in the window watching for the shipping master presently I saw him from the corner I dodged in back of the store I told

Bill to tell Hart that I had gone to
 Mohe presently I heard Hart ask Bill
 where I was. Bill told him I had gone
 off two weeks ago and he had not seen
 me since but Hart said he knew better
 he said he ~~say~~ saw me sitting in the
 show when I heard that I came in. Hart
 says to me our ship has gone he asked
 me if I calculated to go in her I told him
 no he says all right (Erimi Kiko) which
 being interpreted means come here Police
 I told him never mind the police but get
 a hand cart and take my things down and
 I would follow. I followed him down the
 Valley road st to the wharf he got a boat
 to pull me off to the ship she being then
 3 1/2 miles from Honolulu it cost me two
 dollars for the boat. I got aboard the ship at
 four o'clock and squared yard for Cape Horn
 fine clear weather up to the 21st of Dec. in
 Latitude $38^{\circ}19'0''$ Longitude $93^{\circ}22'19''$ Degrees east
 On the 22nd & 23rd Heavy gale of wind which
 compelled us to take in 17 of our sails and
 to under three lower topsails. On the 24th fair
 wind again course S. S. E. nothing to remark.
 On the 25th strong breeze had to take in
 fore main and mizen royals and fore and mizen
 top sails and mizen and outer gills and

- 1873 - 1874 -

main, gallant-sail and mizen topmost-staysail, the wind kept increasing and hauled out into the Southward being a head wind for us. compelled us to take in main topmost-staysail fore main and mizen upper topsails Cross-jack mainsail lower mizen topsail lower fore topsail reefed the foresail and Bobbed the gill a heavy mountainous sea running all the time we sprung a leak which compelled us to keep to the pumps every half hour below you will see a view of the ship lying to in this gale of wind

Ship lying to in
Heavy Gale of Wind

the gale of wind lasted till the 2nd of Jan 1874. On the 3rd of Jan fair wind set all possible sail course S.E. by E $\frac{1}{2}$ E. fine clear weather and steady breeze for ten days. On the

15th of January wind hauled ahead again which compelled us to take in all small sails beat to windward for six days. On the 22nd of Jan fair wind again made all sail run E. by N $\frac{1}{2}$ S. fair wind up to the 6th of Feb. in the 4th of February the wind became so strong that we had to heave to under green wing main topsail ship sprung a fresh leak pumping out water two hours and forty minutes out of every four hours. On the 11th the wind again for four days. On the 12th fair wind again at 12 o'clock kept the ship of the East-fasted through the Straits of Lemaire around Cape Horn a view of which you will see below.

View of Cape

Horn and

Shoals of

La Maire

Patagonian

Coast



after running through the straits it Blowed
 a heavy gale of wind which compelled us
 to have to make short sail for three days
 On the 16th of February 1878. Fine wind
 came around and we set all sail. Passed
 off the River Plate into the S.E.
 Under striking them in longitude 38.18.22.
 degree west, fine weather though the
 ship all were out 21.1.1. and I
 found and I kept every thing under fine
 wind and fine weather though the trade
 was far. on latitude 3.19.10. South. Crossed
 the equator in longitude 27.1.1. degree west
 on the 6th March. We was some time
 before we reached the equator before we got the
 N.E. Trade we succeeded in getting the
 N.E. Trade on the 10th of March
 variable very and strong weather during our
 passage though the trade plenty of ships
 sight spoke the ship Exeter 68 days from Australia
 bound to Liverpool, England On the 20th of March
 Exeter in heavy gale of wind which lasted but a
 short time fine wind but was I expected to have
 to sail not clear to me it was such a thick
 fog and mist on the 24th of March had soundings
 40 45 and 50 fathoms of water all night long
 but to have too again though that there was
 and close too plenty green water indicating land

Close to shore where we might expect
 of ships waiting to hear the fog. On the 23rd
 the fog cleared away, and at 8
 o'clock that morning entered the English Channel
 the Sully Island light is one of the
 of which you will see below —

view of "Channell,
 English, and Sully Island
 light,

On the 26th of March, ship "Hull" and
 and have passed the Lizard, the
 Bell of Portland. On the 27th passed by
 Looe, and Beachy Head. On the 28th passed
 through the Straits of Dover into the North
 Sea. Being a distance of only 24 miles
 across from one side while English
 lies on the other it is very easy to see and
 foggy. At the time going through the Straits
 it was difficult to get along when the

—1874—

So many different Ships you will see
below a view of the Straits of Dover.
(Calais on one side and Dover, England on the ^{other} side)

view of "Straits of"

After Dover.

On the 29th 1874, passed by some few
hundred vessels, catching fish, fine steady breeze
fair wind. On the 30th of March Strong
Breeze, of Wind Clear, weather and fair, wind,
at 1/2 past 2 o'clock on the morning of the 31st
of March, I was on the lookout and sung out for
the light house we have to under short sail till
morning. Pilot came aboard at day light, and gave
orders to go to Cuxhaven which was immediately
obeyed, passed 3 light ships, took second Pilot aboard
at the 4 light ship it being very thick fog, it was
with great difficulty we succeeded in getting in the
elbe river it blowing, amidst a gale of wind in passing
by the port a schooner run into us losing her mast and

Boon. we dropped anchor, at Cuxhaven, at 6 o'clock, and layed for Oederst. during the night you will see a view off Cuxhaven. Below.

view of
Cuxhaven,
Germany

On the morning of the 1st of April, 1874 —
Hove up anchor, and went up, to Hamburg,
arriving there at 1/2 past 4 o'clock in afternoon, with
the assistance of the tug boat, Went ashore at 7
o'clock. Layed off, and discharged, April 7th.
\$22.50. Russian money, April 8th Went aboard of the
ship, Coniga, to unbundle, sails, but did not,
only, loose and dry, and put, them again, we
received \$2 a piece for the job, Thursday, Apr. 9th.
I shipped on board, of the Bague, Corletas. —
bound from Bremen Haven to New York, wages,
3 lb a month which, is 18 1/2 Russian dollars On
Friday (April 10th) Started from Hamburg, for the rail
way station in the coach, at 1/2 past 8 o'clock.

—1874—

arriving there at 15 minutes past 10 o'clock, ready for the train. Before leaving this city I will give you a view of the city of Hamburg, and ^{Pauli} ~~and~~ ^{St.}

view of
the City of
Hamburg
Emden

Left Hamburg at 10 minutes past 11 o'clock, train for Bremen, a distance of 200 miles the scenery, on the route was most excellent. Considering the climate we stopped at several small places on the route we arrived at Bremen at 5 o'clock in the afternoon, stopped an hour for refreshments you will see a view of this splendid City on the next page left. Bremen at 6 o'clock, arriving at Bremen Haven at 1/2 past 7 o'clock. Went aboard all hands of us at 8 o'clock Saturday April 11th — Turned to in the morning and got the ship ready for sea. Took a delegation yard aboard also a lower stunsail Broom. You will see a view of the city of Bremen Haven on the next Page. On Sunday April 12th took the pilot aboard and hove up anchor at 10 o'clock and.

took a tug steamer till we got some ways,
down the river let the steamer go at 12 o'clock.
Made all sail course, N.W. by W. Bent Middle.

City of
Bremen.

Staysail and gaff topsail. fine weather sudden
shift of wind at 1/2 past 12 o'clock. at night.

City of
Bremen Hamburg

We shorten sail down to our lower topsails,
and single reefed ^{mains.} topsails and all the fore and

—1874.—

aft sails in Monday, April, 13th. first part of —
 the day, up to 12 o'clock Head wind Thick —
 weather with nasty fog, and dew fine weather the
 later part of the day, fair wind light Breeze,
 Course, **N.W. by W.** Tuesday, April, 14th 1874, Fine —
 weather light Breeze of wind Course, **N.W. by N.** In the
 afternoon sent down main degradation yard and sent
 up a new one and then sent the old one —
 up forward Then sent down the upper main
 Top sail and sent up a new one. Wednesday, April
 15th. Lighted the Coast of Scotland at daylight
 this morning, fine clear weather with the exception of
 a little Rain, **N.N.W.** sighted North Fleet lights at 1/2
 past 8 o'clock in the evening, you will see below
 a view of the coast, of Scotland also North Fleet lights

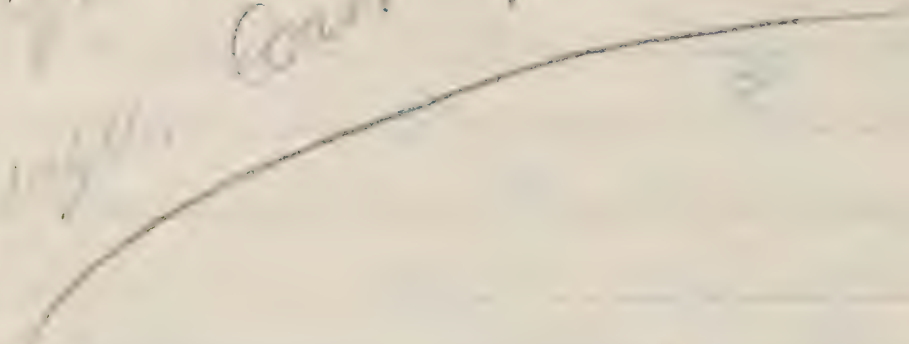
view of
 the coast of
 Scotland and
 North Fleet lights

Thursday April 16th took pilot aboard at 1/2 past
 5 o'clock in the morning it commenced to blow
 a heavy gale of wind at, about, 10 o'clock, which,
 compelled us to take in our, topsails and courses
 and have to under, lower topsails and 2 stay
 sails squally, weather with plenty of snow and
 hail ship lying to under the lee of the land
 blowing hard all night, head wind and fearful
 squally weather Friday, April 17th 1874, blowing
 hard as before occasionally a snow squall or
 two and plenty of hail, no rain, moderated
 down this evening head wind still, Saturday
 April 18th, clear, weather moderated a good deal,
 so that we was able to put sail, on the ship,
 head wind with light breeze, all day, long, fair wind
 at 8 o'clock in the evening but did not attempt to go
 through the passage in the night shorten sail and layed
 too under the lee of the land till morning Sunday, April 19th
 Made all sail and squared yards, at 4 o'clock in the
 morning, rainy weather and a good fair wind we arrived through
 the passage at 8 o'clock, you will see a view of our
 ship going through the passage, ^{on page 116} fair wind up, to 10 o'clock,
 Clear weather about 2 or 3 hours and then it commenced
 to blow again at 1 o'clock shorten sail down to
 lower top sails head wind and fearful squally,
 weather, Monday, April 20th, 1874, The wind still ahead,
 it moderated down a good deal so that we could set,
 more sail had to take it in at 1 o'clock, and (any sight)

—1874—

fore sail and reefed. Main sail. Clear weather at 6 o'clock. Wind moderated a good deal during the night. Head wind still. you will see below a view of the penland of forthe passage coast of Scotland. —

view of
penland of forthe
passage coast of Scotland



Tuesday April. 21st 1874. Moderated down so we could carry our topsails and courses; and Main. Legation's Sail, fine clear weather but head wind. It commenced to blow again at 1/2 past 1 o'clock. this evening took in Main Top. Gallants-Sail, and reefed the fore and Main Topsails equally. Weather, and hail. Wednesday, April. 22nd 1874. 1/2 past 2 o'clock took in the Main sail, and reefed the fore sail took in the upper topsails. Blowing hard all day long. till about 8 o'clock, Wind hauled aft. and with it came a tremendous Snow Storm which lasted about 2 hours. Calm Weather for a half hour 1/2 past 6 fair wind. Loosed the fore sail, and topsails and. Legation's sail. snow squalls. all night long. light wind course. W. by N.

Thursday, April 23rd 1874. Fine fair wind to day,
 Course - W. by N. Clear Weather, in steady Breeze
 up to 6 o'clock in the evening. Ship, going 8 and 9
 knots an hour. It commenced to Blow at 1/2 past,
 6 o'clock took in the fore and main Top Gallant Sails,
 and all the fore and aft. sails & took Reefed
 Top sails and Main sail. Blowing hard, all night,
 long ship travelling 10 and 11 knots all night. at 6 o'clock
 in the morning took in the upper top sails and
 main sail and reefed the fore sail. Thick weather
 and a nasty misting rain. Course, W. Friday Apr. 24th
 This morning shortly after taking in sail the wind
 died away to a dead Calm. It hauled around a
 head fine Clear weather till 4 o'clock in the afternoon
 Then the ship came up to her Course. Loosed
 top sails and courses, and fore and main Sep. Gallant
 sails steady Breeze. fair wind Course, W. took in
 the fore Sep. Gallant sail, at 12 o'clock, thick weather
 and plenty of rain. Ship travelling 8, 9, and 10 knots
 an hour Saturday April 25th 1874, took in the
 main Top Gallant sail and main Sep. Mast. Stay sail.
 Fair wind during the day, and night. Thick weather
 up to 12 o'clock. Course, W and, W 1/2 N. (Clear weather
 this afternoon strong Breeze at 8 o'clock in the evening
 reefed the top sails and courses, Course, W 1/2 N. —
 Sunday, April 26th 1874, fine Clear Weather. Made
 all sail fair wind ship travelling 8 knots an hour.
 fine weather but rather Cloudy. Steady Breeze. Main

Royal out Course. W. nothing to leeward steady
 Breeze during the afternoon and Evening. Thick fog.
 every little while. Monday, April 27, 1874 Thick
 weather and foggy light Breeze during the day, $W\frac{1}{2}S$. and
 W.S.W. Fair Wind up to 10 o'clock this evening. Then
 the wind hauled round to the westward, foggy weather
 light Breeze. Tuesday, April 28, 1874. Wind hauled
 around into the S.E. again. Thick and rainy weather
 all day long, steady Breeze, all sail out Course.
 $W\frac{1}{2}S$ up to 5 o'clock, strong Breeze of wind.
 Began to take in sail $1\frac{1}{2}$ past 6 o'clock. wind
 began to haul ahead a little, 8 o'clock, all
 hands shortened sail down to one lower top sails
 fine steady Breeze. Clear weather at 10 o'clock. light
 wind ship 1 Point off of her Course. Wednesday
 April 29, 1874 nearly a calm this morning fine clear
 weather head wind Calm, weather all day, ship
 under short sails 4 o'clock. this afternoon fair
 wind made all sail, Clear Weather Course. $W\frac{1}{2}S$
 Thursday, April 30th 1874, Fair steady Breeze.
 through the day up to 8 o'clock, all hands shortened
 sail down to reefed top sails and Main sails
 foggy and rainy. Course. W by S, and $W\frac{1}{2}S$.
 Moderate Breeze and smooth water during the
 remainder of the day, Friday May 1st 1874, light
 Breeze this morning foggy and rainy made all
 sail ship 1 Point off of her Course Bent a new
 upper fore top sail. Calm this afternoon and evening.

— 1874 —

Saturday May 8th 1874. Light Breeze, this morning
 foggy and rainy, head wind, and Calms, all night.
 Long ship going on round up, to 10 o'clock, this
 evening Thick and rainy weather. Sunday, May 9th 1874.
 Thick weather and rainy all day, long, head wind and
 strong Breeze, up to 4 o'clock wind died away to a
 light Breeze fair wind at 1/2 past 6 o'clock light
 Breeze and rain up to 8 o'clock. Course, W by S, after
 8 o'clock shorten sail down to our lower top sails, wind
 hauled around ahead, and Blowed, pretty hard, all
 night ship ~~travelling~~ 5 points off of her. Course near
 all night long, and very heavy. Monday, May 10th 1874.
 Snowing hard, all the morning and. Blowing a living
 gale of wind, up to 10 o'clock, and then fair, and
 the ship blowing hard, all the day long, and
 wind moderated down to that we could not
 top sail and then died at 7 o'clock. The morning
 ship heading N.W. by W on the port tack, but
 with a vast quantity of ice thick meeting
 we were compelled to wear ship and go on the
 other tack heading then S.S.E. about 1/2 past 1 o'clock
 of us and a stern. We will now be out of
 the ship: Crossing the Banks of the mouth
 in the water past the mouth of the river, south
 the morning long Breeze being the day, and then
 wind moderated a good deal, but still strong, and
 blowing very thing at 4 past 3 o'clock, and
 the ship now for a look to the morning

1874

The weather was ship at 11 1/2 past 10
 ship heading S by E. fine during the
 day. At 11 o'clock, the it did seem to be a fair
 and unusually soft of wind from various parts
 on the compass. Bright daylight at 12 o'clock
 Sunday May 6th 1874. Fine shabby breeze
 the morning ship heading S by E. W 1/2 S
 left dragging up all the time. Ship leaving
 the banks of Newfoundland 12 o'clock wind

purpose
 Carleton Place
 crossing the
 of Newfoundland
 St. John's

began to haul ahead took in the fore and main
 top sail and sail at 11 o'clock. Kept top sails
 up at 12 o'clock furled the fore sail and main
 sail shortly after 12 o'clock. Lighted the steam light
 & kept right a star board from Liverpool to the end
 at the same time the man on the lookout sang out
 for a iceberg on our weather beam about 1 mile off
 & was about 150 or 200 feet high. Being dead all
 the afternoon at 3 o'clock sighted a ship on

1874

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view of an iceberg

on the Banks of

Newfoundland

Had much rainy weather all the afternoon.
 Crossing wind indicated snow in great deal, 12.
 At night, also the ship heading her course but
 not going ahead any. Thursday May 7th 1874, light
 and this morning very much foggy weather and
 did away to a calm. Friday May 8th 1874, light
 wind and clear weather and clear weather and
 a fair wind. Course, W 1/4 S. W by N 1/2 N. and has
 passed ahead. This evening the wind was very
 light. Saturday May 9th 1874. Strong breeze but
 all day long took in the fore dunnage cover and

off - light breeze from morning this morning
 fine clear weather this afternoon Sunday, May 11th
 fine clear weather after 12 at noon very fine
 sunny fair and fine weather the rest of the
 day Course W. x N. $\frac{1}{2}$ N. Sunday May 11th 1874.
 fine weather and day steady light breeze from
 west Course W. x N. $\frac{1}{2}$ N. started to paint ship
 Monday May 12th 1874. Fine clear weather
 N.E. wind steady breeze all day. passed a large
 steamer about 10 o'clock supposed to be
 the Egypt bound. hauled about the morning breeze
 a fair stiff breeze had to take the fore
 and main Drogallion sail, and some of the
 small sails. Wednesday May 13th 1874. fine
 clear weather. up to 4 o'clock 11 o'clock
 the morning had the ship heading N.W. & N.W.N.
 strong breeze, many finished painting ship had
 to take the top golland sails in and reef.
 Top sails Thursday May 14th foggy and thick
 over that this morning had wind fine and
 clear weather from 9 o'clock during the remainder of
 day washed down between decks Friday May 15th
 fine clear weather and a fair wind Course
 S.W. $\frac{1}{2}$ S W.S.W. W $\frac{1}{2}$ N. Painting ship out side
 light. Breeze passing gauges. Banks soundings 30 and 35
 fathom of water. Saturday May 16th fair wind
 all day up to 6 o'clock foggy and raining all
 day, and during the night. after 6 o'clock ship

3 and 4 points off of her course, ship travelling
 during the day, 8, 9, and 10 knots an hour.
 distance 250 miles from New York, Sunday,
 May 17th fine clear weather light.
 Breeze head wind, passing the deep sea
 back along all night, soundings 40, 30, 25,
 fathoms of water 10 minutes to 4 o'clock I
 was sent aloft, to see if I could see
 the light house but I could not at,
 8 Bells called the watch and hove
 the lead again soundings 17 fathoms of water
 distinctly heard the surf. Breaking on
 the Beach thought we was close to
 land all hands took ship 5 o'clock, the
 fog cleared away, saw the land, a steam
 and on our lee quarter plenty of ships in
 sight, ship heading the right, NW-WNW
 light Breeze distance at 6 o'clock from,
 Sandy hook, 33 miles from New York, all
 sail out, leading wind during the afternoon
 and evening, fine steady Breeze at 4 o'clock
 sight abreast of fire Island light, had orders
 to turn in with our cloths on ready for a call
 Monday May 18th 1/2 past 1 o'clock this morning
 called all hands and let go anchor at Sandy hook,
 till 6 o'clock this morning) Hove up anchor again
 and went up to Staten Island, and let go
 anchor again to wait for Orders, Cloudy and calm

— 1874. —

in the forenoon and forenoon. Clear in the afternoon, finished cleaning up. the decks and wash down I w. the evening a runner Boat along side at about 8 o'clock, with 3 Runners aboard, and wanted to take those ashore that desired to leave the ship. 4 of us managed to get our things, Clear and over the side into the Boat, we managed to get Clear of the ship after a very hard struggle, arriving at the Battery in New York, at 10 o'clock at 1/2 past 10 at the Boarding House. Tuesday, May, 19th 1874. Had a good look over the city went to the theatre in the evening Wednesday Thursday and Friday and Saturday (no shipping of any importance Sunday, May, 24th 1874. My father came on to New York, for me, and paid my Bills and we left for Boston on the 10 minutes past 9 train on the N. York Central R. R. South Shore line. Arriving at 1/2 past 6 o'clock, and out at Cambridge at 7 o'clock home, stayed at home (considerable time) Went to work, at June 29th 1874. At H. C. Wildes finished with him on Tuesday September 8th 1874. Shipped on schooner Helen, J. Holway, Captain Holmes. Bound from Boston to Machias Port, sailed on Thursday Sept 10th 1874. with a fair wind, at 1 o'clock. — passed Cape Ann light at 5 o'clock at 7 we passed Salem, and at 8 Newburyport, strong breeze during the day, and evening. Friday Not much.

wind schooner off Martinian Rock. saw plenty
fisherman. catching mackerel. light breeze. all
day. ship did not go. 5 miles. during the
night you will see below a view of the
fleet of mackerel vessels of Martinian Rock.

a view of mackerel vessels
a fleet off Martinian Rock

Off Mount Desert Rock. Sunday. Sep. 13th
Have steady breeze at 8. outlook. light breeze
light house right ahead. More peak on our
port bow. passed by the light house into
the harbor. and let go anchor, and dropped
Ballast on Monday September 14th 1874. and
went up to City machine and dropped our anchor.
Tuesday. September 15th All hands payed off.
and discharged except the Cook who was left as
shipkeeper Paid off with \$3.25 cents. went up to
machine to see if I could not get a chance.

thurs. but, I could not stop here
 over night at a boarding House. Left on Wednesday
 Morning September 16th to Come down again,
 to the port. Shipped on the schooner Ori.
 Wages, \$23.00. a month. laying along side of the
 Wharf. waiting for a fair wind to go out
 Before leaving Machias port I will give you a view
 of the Town. and the schooner and Harbor.

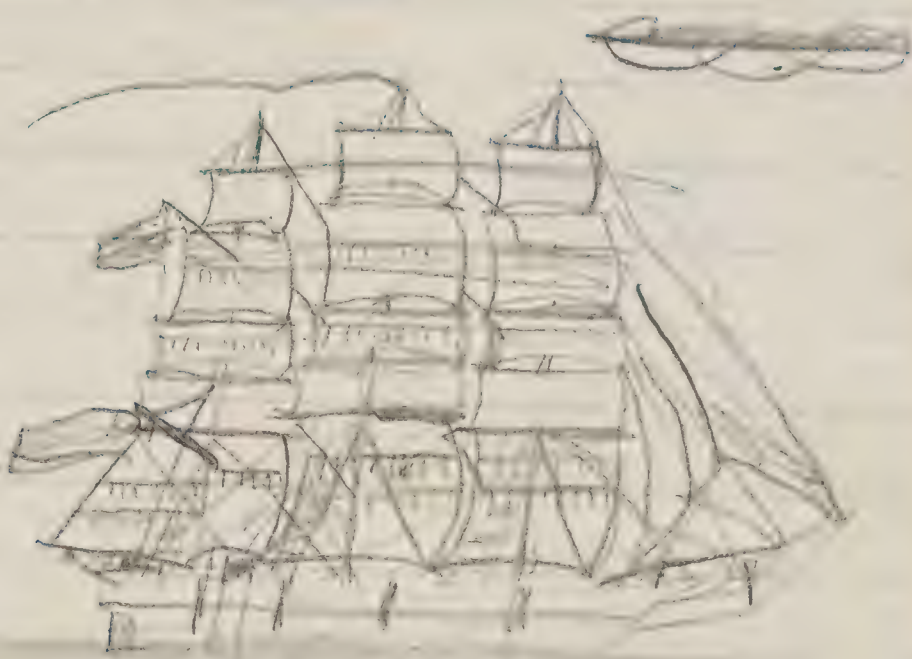
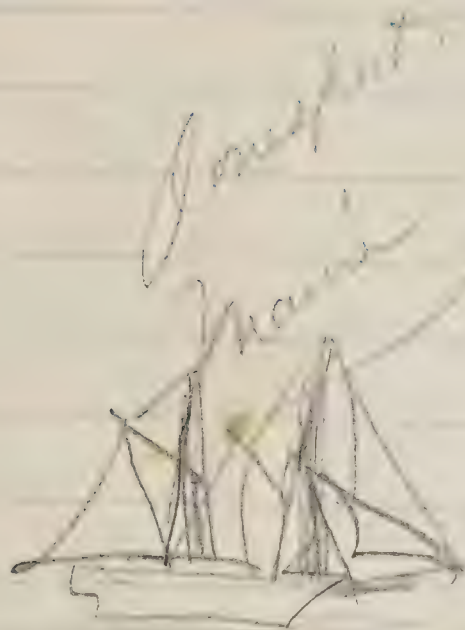
Machias port
 Sept 17th 1874

Left on Friday September 18th 1874. to Come out
 but it being low tide we could not get out till
 High Water. We got off at 2 o'clock, in the after-
 noon. The Captain thought that the weather looked
 so bad that he would not go any farther than
 Longport 35 miles distant, and lay there and wait
 for good weather. Saturday September 19th Thick fog
 and rainy weather Blowing a heavy gale of wind
 In the evening pretty heavy rain. Sunday, September.

—1874—

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20th 1874, foggy, weather all day, long, heavy, rain
all night with Occasionally a heavy squall or
two from the eastward, Monday, September 21st.
You will see a view of Jonesport, below



2nd Fine Clear weather. Northerly wind, hove up
Anchor, and got under weigh, at 7 o'clock, (came
out through westward passage, 2 o'clock, wind
hauled ahead, fine and Clear. Course W by S
fair wind again, all night, strong Breeze.
Course SW - SW by S. Passed Martinus Rock, at
8 o'clock, Tuesday, September 22nd 1874, fair wind
all day, long, passed Cape Cod at 6 o'clock,
Calm during the evening with little or no
wind, passed Chatham lights, at 12 o'clock,
still not much wind Wednesday, September 23rd.
Light Breeze of wind Passed Monomoy, light,
house and 3 light ships 12 o'clock right ahead
of Nantucket Island, Put into Holmes Hole

— 1874 —

on account of bad weather and head wind. Thursday, September 24th 1874, Below you will see a view of Holmes Hole.

Holmes Hole,
Mass.

Fine Clear weather. Head wind got under way, at 7 o'clock, in the morning. Passed Yaphank Cove vineyard, round and then to Chickens Light vessel, 8 o'clock night, abreast of Dutch Island. Head wind all night, long. Friday September 25th 1874. Head wind all day, long. Fine (clear weather). Right abreast of Montauk Point and Watch Hill Point.

Connecticut Saturday September 26th. Fine clear weather. Entered Long Island Sound. Wind died away to a calm. Strong current running out. Went into a bay on Connecticut side and dropped our anchor. at 1/2 past 8 o'clock in the evening got under way again. tide running up. Head Wind, up to 12 o'clock, fine steady Breeze and a fair wind.

all the morning till our arrival at Hart Island, on Sunday, September 27th. Monday, Sept. 28th.
 "Hove up anchor and set sail" and went up the river and passed through Hell Gate up to New York! dropped anchor in the stream on Brooklyn's side. Tuesday, September 29th.
 Raining all day long. Wednesday, September 30th, 1874.
 Hove up anchor and went down to Crib Basin to discharge deck load of lumber, into another boom laying along side of us. Thursday, October 1st.
 Finished Discharging our Cargo and layed over night again at anchor. Friday, October 2nd, 1874.
 Hove up anchor and went up to the foot of 14th Street to discharge our Casks. Saturday Oct. 3.
 Discharging in Casks all day. Sunday, October 4th.
 Laying along side the wharf. Monday, Oct. 5th.
 Finished discharging our Cargo at 1/2 past 6 o'clock in the evening. Tuesday, October 6th. Took a tug steamer and went over to New Jersey. Tides let go anchor for a little while. Hove up anchor again at 10 o'clock, and went up to Hoboken.
 N. J. to load Coal along side of the wharf. Wednesday, October 7th, 1874. Began to take in Coal at 15 minutes to 12 o'clock. Thursday, Oct. 8th.
 Finished loading our Cargo at 8 o'clock this morning. Took a tug steamer and towed out into the stream. At 2 o'clock. Hove up anchor again, and towed down North and East Rivers

-1874-

By Blackwells Island. Through Hell Gate Bound to Boston dropped anchor to the eastward of Hart Island on account of head wind blowing from the N.E. with heavy and foggy weather. Layd at anchor all night. Friday. October 9th. Fair wind. Heave up. Anchor and got under way. again rainy and squally during the day. Before leaving New York. I will give you a representation of Hell gate of which I passed through ^{on the subject of} ~~twice~~ twice. Passing through long Sound at 2 o'clock in the morning. Passed Hobbins Island and little gull light. House and Island Saturday October 10th. 1874. Passed Dutch Island. Rainy and squally. all the forenoon fair. Head of Breeze in the afternoon and evening. The wind kept increasing during the afternoon and evening we had a very heavy cargo on board having 288 tons of coal in a 180 ton schooner. and having only one plank out of water and every time she would roll into the sea she would take it right over her. but blowing pretty hard in the afternoon. ran into Foxpaulin Cove for shelter. Schooner shipping a great deal of water on deck ~~Saturday October 10th~~. As the wind kept increasing so much we thought it was best to run into port for the night. Sunday. Morning October 11th. 1874. got under way. again. and had a fair wind again and strong Breeze. Passed Hooker Hole at 8 o'clock. 12 o'clock right abreast of Monomoy light House (o'clock) passed Pollock. Rip.

—1874.—

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light. vessel, 2 o'clock right, abreast of Chatham
Mass 4 o'clock right abreast of Nassau, 8 o'clock Cape Cod,

Will get New York.

12 o'clock, right abreast of. Race Point light house,
4 o'clock. Boston Light House, Monday, Oct. 12.
Anchored inside of Boston light. Head wind
but managed to beat up, after a very severe
struggle let go anchor at 12 o'clock, at Garrison
Square Mass. 9 miles from Boston. Paid off and
discharged. October 12th in the afternoon \$9.50, cents
a view of an schooner coming up Boston Bay.

Boston Bay and New City

1875

~~Left and Harbor of Port Harbours.~~
~~Then passed and the Breeze went on to~~
 transferred from. Page. 164 Friday August, 20th 1875.
 We had a most elegant Breeze, all
 we wanted to carry. The prize which
 we received was the Vinyard (cup. valued
 at. 500. dollars the Handsomest Piece of
 Silver on record it is Solid Silver.

The prize was presented to the Owners
 in the evening at the Sea view House,
 with a Great Crowd of People.
 after the presentation of the prizes, there
 was a grand Collation. And then a grand
 City of Kittletown (N. J.) 25 miles
~~the bottom of the Harbor.~~

fell in the evening, which lasted till
 daylight, in the morning.

Saturday, August, 21st. 1875.

Kind Clear Weather with the exception of
 a little Fog, in the morning. got the yacht
 all cleared up, open for inspection to
 all. there was about 100 or 150 persons
 visited us during the day. There was also
 aboard of us 1st Mate the yacht look,
 nice that was a yacht, about 3 feet long,
 all painted with red and blue. Fine weather
 during the day, and Evening. Had a great
 time in the Sea. The Yacht was all decorated
 with lanterns from Mast Head down.

- 1875 -

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City of Huntington August 2nd 1875
also ashore every thing was attended
from the Roofs down to the ground,
there was also a grand celebration of
the Wake in the evening also, got under
way at 11.30 pm. Bristol P. L.

Sunday. August 2nd 1875
Fine Clear Weather passed Son and Leg
Light Ship at 5.10 in the Morning. passed
Buntons Reef Light Ship 9.30. passed Fox
Island 10.20. Puntene Island 10.50. passed Squash
Point 11.10. Cedar Grove 11.45. Arriving at
~~City of Auckland the Principal Wharf~~
~~at 12.10. Latitude 45.14. 28. South~~
Pinn Side. at 12.10. took all the party
ashore, and landed them on the wharf.
Went aboard again and beat down Pinn
Wind. S. W. by S and S. W. by W. left off
again. passed Squash at 3.10. arrived in
Bristol at 3.40. and let go anchor. (also
weather in the evening)

Monday. Aug. 23rd 1875
(cloudy and Rainy, all day. Wind N. W.
and N. W. by E. at 10. All day much
cloudy.)

— 1875 —

~~of the City of Sydney New South
Wales, situated in the finest Harbour
in the world having immediate access~~

Tuesday, Aug. 24th — 1875

Fine Clear Weather all day and Evening
Landed the yacht all around Laid
in Port, all day.

Wednesday, August 25th 1875

Light, Wind in the Morning Wind
N.E. got under way from Bristol at
5.30 and started for Newport arriving there
at 8.10. A.M. Took Party aboard at
11.15 P.M. got under way from Newport
at 2.10 for Block Island Wind N.E.
Wind, E. B. B. B. sea on, and ground swell,
arriving at Block Island at 5.30.
P.M. B. B. B. a gale of wind in the
evening Laid in Port all night.

Thursday, August 26th 1875

Fine Clear Weather Laid in Block Island
Took Water all day and Evening B. B. B.
a gale of Wind from the N.E. and
B. B. B. sea on breaking over the Beach Water.
Fresh Breeze in the evening E.N.E. Bright
Starlight

— 1875 —

135

City of Dunstons. N. S. 350 miles from Dunedin.
 Friday, August 27th — 1875
 Fine Clear Weather over head, but rather
 dull under foot. got under way from
 Hook Island at 8.45 A.M. Wind
 N. B. and, E. N. E. Heavy sea on
 outside Head. Wind passed Gay Head,
 at 6.50 Wind died away to a calm
 (and to anchor at Murcha Bight, at
 9.30 in the evening Wind E. S. E. Clear Weather

Saturday, August 28th — 1875
 Fine Clear Weather all day! got under
 way from Murcha Bight at 3.10 in the
 City of Omaru. N. S. 80 miles from Dunedin.
 one of the sea ports towns on the east Coast.
 Morning Wind N. and N. B. and N. Came
 to anchor at Oak Bluffs, at 6.30.
 A. M. Took a large party of Ladies
 and Gentlemen aboard numbering 18 including
 13 aboard of the owner, and relations.
 Making a total of 31 altogether. Home
 up anchor and got under way at 8.10
 leaving back at 5.30 P. M. and got to
 anchor again Clear Weather this in the
 evening Wind S. S. W. and E. B.

— 1875 —

City of Newcastle. N. S. W. Australia! one of
 the large Coaling Ports in the Continent of Australia.
 Sunday, August 29th 1875
 Landed in "Oak Bluffs" all day. Wind, S.
 S. W. W. and N. W. Hum Clear Weather
 during the day, and Evening got under
 way at 10 o'clock in the evening for
 Newcastle, value, with little or no
 wind, all night passed. Saw and got
 sunrise at about 5 o'clock. Left
 at 10 o'clock. A. M. morning made of
 Newport at 12.50 P. M. Left again
 at 1.30 for Bristol. A. M. morning then
 at 3.20 P. M. (leave Weather Wind S. S. W.
 View of Broken Bay. 21 miles distant from Sydney.
 N. S. W. one of the places celebrated for fruit.
 Monday, August 30th 1875
 Landed in Port all night. Hum Weather
 Wind, S. W. —

Tuesday, August 31st 1875
 Did not come on the 1/2 train to Providence
 and thence to Boston, on account of death.
 Calculating to be back to join the yacht
 at Newport the next day, at 12 o'clock,
 but failed to do so on account of the
 train being belated. I sent a telegraph
 dispatch to Captain that I could not
 reach him at the time appointed by me.

View of the entrance to port Jackson. N. S. W.
 one of finest Harbors in the world.
 and that I would meet him at
 Boston on Saturday, at which place the
~~Steam~~ yacht failed to arrive. I therefore
 stayed in Boston till the 12th, when
 I not hearing any account of the yacht,
 I went to Newport, R. I. and stayed
 there till Thursday, Nov. September 23rd
 when I went aboard of the yacht
 again. Left there layed in Newport one
 night, Friday, September 24th. We then
 (we) aboard at 11.10 A.M. got under
 way, at 11.30 A.M. and entered the
 City of Launceston in the Island of Tasmania.
 a city of 20,000. Inhabitant - mostly White.
 ran down to Leamouth, Ledges, and lay
 at anchor. There about 2 hours, had
 to get under way again and lay
 off and on under Main Laid, (and) Lib.
 the get aboard in the zig after some
 rather difficultly beat out by the light
 and then kept off for New Bedford
 Mass. Wind S.W. equally, weather hazy.
 on our passage passed several Islands, the first
 arrived in the Harbor at 6.15. in the
 evening a calm after the rain.

1875

a view of the Lord Howe Island situated latitude
23.19.4. longitude 164.32.16. west. of the Meridian. P. O.

Saturday, Sept. 23rd 1875

Cloudy, weather Wind, S.W. Strong
breeze of wind got under way for
Newport at 8.30 A.M. got out
as far as the point when it was
blowing to land and we turned
back and ran for New Bedford again
wind freshening to a gale all the
time. Layed in for one night, (all
day) the evening Wind, S.W. X S.

Sunday, September 24th 1875

Cloudy, and Squally, weather all day,
with considerable rain. Wind, S.S.W, S.W

A view of Norfolk Island, situated in South Pacific Ocean.
then round to the westward and then
N.W. Fresh breeze in the evening from
W. N. W. with a clear sky.

Monday, September 25th 1875

Layed in New Bedford. all day. Squally
weather wind, W. S. W. and S.W. Strong breeze

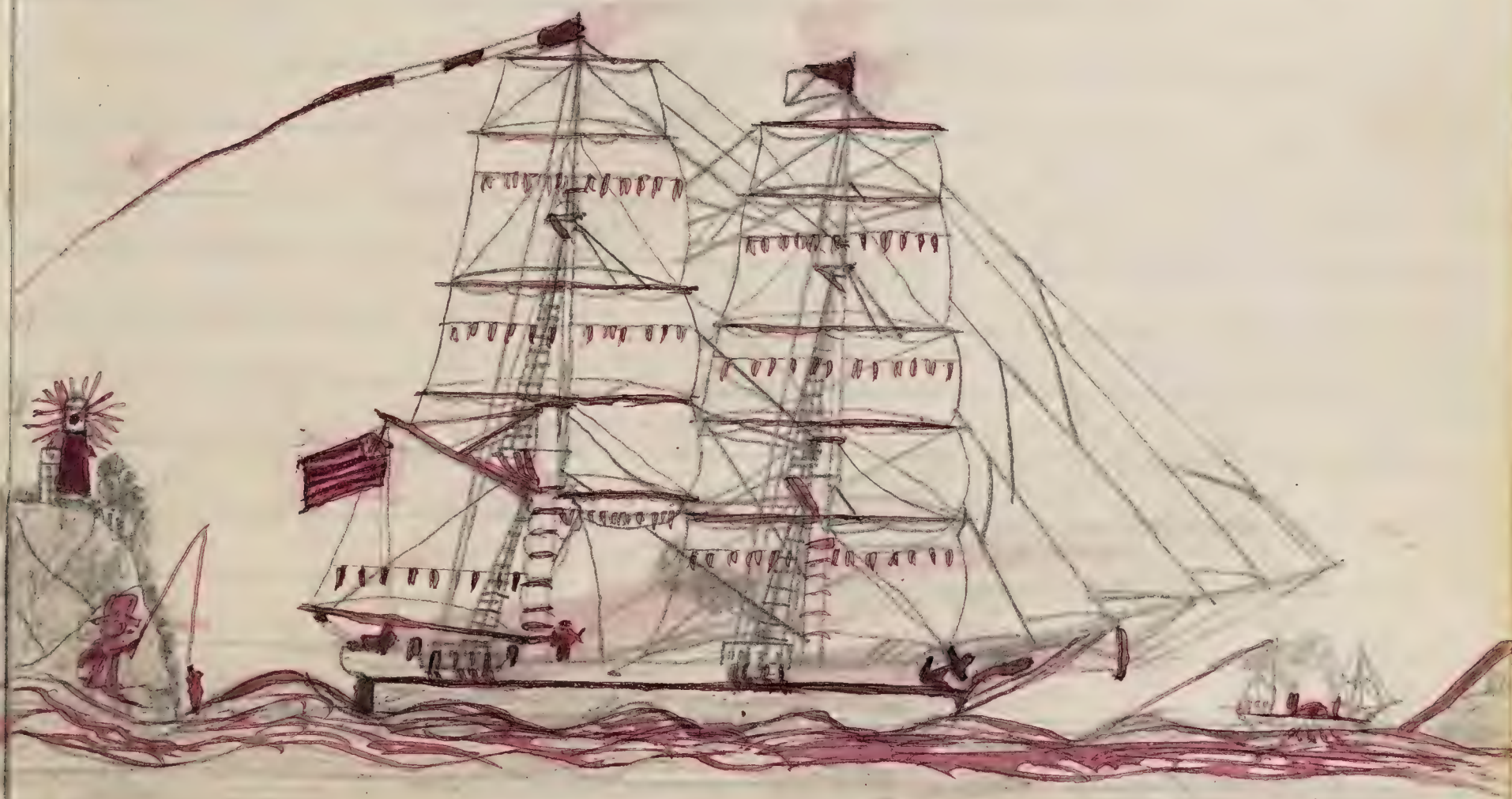
Tuesday, September 26th 1875

got under way from New Bedford 8.30 A.M. for Newport.
heavy sea on outside. Calm a portion of the
time. arrived in Newport 4 P.M. Wind
during the day, N. N.W. and around to the S.W.
Layed in Newport over night. Wind N.E. with
light rain and strong breeze.

- 1875 -

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Wednesday, September 29th, 1875 -
Got under way from Newport, at 9.30^{a.m.}
for a sail outside went around Beaver
tail's light House, but being a nasty sea
with plenty of wind deemed it best
to run for Bristol, R.I. where we arrived
Thursday, September 30th, 1875 -
Layed in Bristol all day, and Evening.



Brig Lucy of Portland, Maine.
Cloudy and Hazy Weather during the day
and Evening. Wind S.W. and S.S.W.
Friday, October 1st, 1875 -
Cloudy and Hazy weather all day, wind
S.W. and S. in the evening rising with westerly
S.W. and N.N.E. winds layed in Bristol all day.

— 1875 —

Friday June 18th — 1875. —

Shipped in the yacht Alfred. wages. \$30.00
 per month. Laying out in the stream
 at anchor. Rainy Weather With strong
 breeze from the Northward but Eastward.
 Cleaning Brass Work aboard got stores
 off in the afternoon. Let go Starboard
 anchor in the evening Blowing a gale.
 at mid

Saturday June 19th —

Blowing heavy from the North West
 and Westward nearly all day and
 finally at times cleaning Brass Work
 nearly all day. Went ashore in the
 afternoon and got more stores off aboard
 Clear calm weather in the evening.

Sunday June 20th —

Clear weather with light breeze
 during the day. Washed down decks in
 the morning and set the colors for and
 aft foggy in the evening and thick weather.

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Monday, June, 21st

Fine Clear Weather during the day filled
up our tanks with Water. Got Under
way at 15 minutes to 5 o'clock, and put
out to Rocky Point, and dropped anchor.
layed over night, Wind South West.

Tuesday, June, 22nd

Fine Clear Weather in the Morning.
Wind South West. took a large party
of 15 ladies and gentlemen on an
Excursion Trip. down the River as far
as Beaver Tail. but getting in thick
fog we kept off, and ran into
Peapack, and let go anchor.

Wednesday, June, 23rd

Cloudy Weather all day. The owners sons
went out fishing in the morning.
did not do any thing. all day. Wind S.W.

Thursday, June, 24th

Wind S.W. Thick foggy Weather. layed
fast all day.

1875

Friday, June 25th — 1875.

Wind S. W. got under way at 5 o'clock, in the morning, went outside Thib, and foggy till the afternoon arrived at Cranock at 3 o'clock. left Cranock at 1/2 past 5 o'clock, arriving at New London at 1/2 past 7 o'clock, at 2 o'clock, this morning while laying at Newport a schooner ran into us, while we was all asleep, and stove a portion of our rails in.

Saturday, June 26th

Left New London at 5.50 for Cranock arriving there at 15 minutes ¹⁰ 7 o'clock. left Cranock at 1/2 past 9 o'clock, with an easterly wind, steady breeze, clear weather till about 1/2 past 4 o'clock when it sett in thick fog with a S. E. Wind Wind then died away, to a calm and a nasty swell on we layed around beating and banging about, sometimes a little or no wind, at 9 o'clock, point Judith right in range of us, distinctly heard the fog bells, and Whistles. Blowing, passed several steamers. Bound out it was so thick that

—1875—

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we could not see any, but ship's
length from us.

Sunday, June, 27th
Passed Point Judith a 15 minutes past
2 o'clock, with a very light air, a Breeze
came from the S.W. at 1/2 past 3 o'clock
passed Beaver tail, at 15 minutes past 4
o'clock lay, Break, fog. (bared away, passed
Rose Island, at 5 o'clock, took Course
for Bristol arriving at Bristol, at
anchor, at 7.55. Laid in port all day.

Monday, June, 28th
Thin (bared weather) in the forenoon and part
of the afternoon till about 1/2 past 4 o'clock.
S.W. wind then N.W. Wind with a Thunder-
Shower light Breeze, this coming from the
westward got Water off. 10 o'clock. Laid
in port all day.

— 1875 —

Tuesday June 29th 1875

Left Bristol at 12 o'clock. Wind N.E.
 Heavy Breeze, arrived at Newport at 8 o'clock
 layd in Newport till 12 o'clock. Left for
 Block Island, steady Breeze. Wind N.E. Made
 the passage to Block Island, 2.20 minutes
 distance 22 1/2 miles, stood off shore.
 Heavy sea and strong, on some sight, under
 went inside of the Breakwater and layd
 at anchor. easterly wind in the evening
 thick & foggy and Rainy Weather.

Wednesday June 30th 1875

Foggy Weather this morning. Cove up, anchor
 and left Block Island at 11 o'clock.
 S.E. wind in the morning. Westly wind
 in the afternoon latitude at mid day,
 41. 14. 0. North, strong Breeze, fair Wind.
 Arrived at Oak Bluffs 15 minutes to 5
 o'clock. Left go Anchor and fueled till

Thursday July 1st 1875

Fine Clear Weather Wind S.W. and N.N.W.
 layd in Oak Bluffs all day.

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Friday, July 2nd. 1875
 Hoisted up anchor, and left Oak Bluffs.
 At 3 o'clock in the morning. Wind N. W.
 Beating down Sound, by Holmes Hole.
 Farpoint Cove, Gay Head, and No Mans
 Land. Hauled on the wind, and
 stood across the Sound, fish ground
 but did not see any, tacked ship and
 beat up to ~~Cobb~~ Cobscook. Arriving
 3.15 o'clock, Wind S.W. Latched 28 (all
 the largest one being about 30 lbs. or
 more. at 4.25 o'clock, hauled down the
 Boat, and went after a small fish,
 but could not get the time to go into
 him. We therefore had to give him up.
 Hauled left from Cobscook at 5.30
 o'clock, strong breeze, Wind S.W. arrived
 off Block Island. 7.45. Ignored Bards
 at 7.50 o'clock, for Newport, fair wind aft,
 sail out but the ~~fore~~ sail, going at 12
 knots an hour. passed Point of
 Light, Verrill, 9.20, and Beaver Tail.
 Passed by Rose Island and Break
 Water Light House, at 10.30 o'clock,
 arrived inside of Newport, R.I. at 11 o'clock
 all hands well and clear weather this

Saturday - 1875 -
~~Friday~~ July 3rd 1875

Came Clear. Anch. Calm. At 20. A. M.
 Came up a breeze, S. S. W. At 11. A. M.
 Mr. Alldrich and family went to Providence
 at 1.30 P. M. Started for Bristol,
 wind S. W. at 3.30 P. M. Came to
 anchor at Bristol at 6.30 P. M.
 went ashore, wind Calm.

Sunday 4th of July, 1875.
 Layd in Port all day N. E. Wind
 Flying Clouds, Wind Hauling around
 to the S.W. Went ashore in the evening.

Monday July 5th 1875
 The Celebration of the American Independence.
 Wind S.W. With a little Rain during
 the day; fired 28 guns off at Noon. Time
 layd in Port at Anchor all day.

Tuesday July 6th 1875
 Wind S.W. foggy, and Rainy weather
 all the forenoon. Cloudy and Hazy,
 in the afternoon layd in Port all day.

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Journal of the Acute Advice

Wednesday, July 7th 1875

Light breeze, thick fog. Wind S. and S.S.W.
In the afternoon Wind N.W. With Heavy rain.
In the evening Wind moderate and weather
Wind E.N.E.

Thursday, July 8th 1875

Fine clear weather Wind N.N.E. in the
Morning got under weigh at 5 o'clock, got
under weigh, and went down to Newport,
layed in Newport, till 1/2 past 11 o'clock
got under weigh, again light breeze Wind
S. and S.S.W. and then to Newport
Sound, passed. Saw and sighted light ship
at 15 minutes to 5 o'clock. Wind died away,
to a calm. went into Menche's light and at
4 o'clock anchor for the night.

Friday, July 9th 1875

Breeze this morning calm. weather
cleared away at 7.30. got under
weigh light breeze from the S.W.
Steamed through the sound by gap head
on the port side. took wind hauled to
the southward heading W. S.W. Steamed over to
Blacks Island and then on, but took
off about looking for sound but did not

1875

we any. left off at 5 o'clock, and
 ran into Block Island. Brought water
 and layed for the night. Calm in the
 morning.

Saturday, July 10. 1875

Calm. This morning. 8 o'clock. Reaped up.
 Hove up anchor. got under weigh. Wind
 3. fair Wind. passed Benning Tail, 10.30
 Newport. 11.30. arrived at Bristol, 1.30
 at 2.40. Calm in the morning.

Sunday, July 11. 1875

fine clear Weather. Wind. W. and N.W.
 Laid in Bristol all day.

Monday, July 12th. 1875

(Calm in the forenoon) Got all our stores
 off got under weigh. at 1.30 for Newport
 W. S.W. arriving at Newport, at 5.30 o'clock.
 Laid in Newport.

— 1875 —

Thursday, July 15th 1875
 fine clear weather, with
 moderate breeze from the S. W. at
 7.35 P.M. ~~took~~ took pilot aboard
 and got under way, and started
 for Provincetown, got outside the
 Bell's Bay, when it calmed down,
 passed Nantucket Light, at 10.15 P.M.
 at 12.15 a large squall came from the
 S. W. at 1.30 passed Nantucket Light
 at 1.45 P.M. passed Cape Cod Light, Boat
 240 passed Chatham, Mass. at 4.30
 passed Cassan, at 6.30 (after dark)
 at 7.30 Hauled up all sheet
 Race Point staff stood off shore,
 one or two tows, then fitted in
 by the point, moderate breeze from
 the Westward, arrived in Provincetown
 at 9.10 and h'd, go anchor.

Friday July 16. — 1875
 moderate breeze in the morning, S. W. Wind,
 (cloudy and hazy weather) wind hauled
 into the eastward then into N. E. with
 rainy weather layed in Provincetown all
 day and night.

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Saturday, July 17th 1875.
 Fair, Clear. Weather. Wind, W. and N.W.
 Got under way from Lewiston at 8.30
 Headed round for Boston, passed Minch Ledge
 at 4.30 a.m. passed Boston Light at 6.30
 passed Fort Wampan at 7.30. Came to anchor
 at 8.15 in Boston Bay. right off King Wharf.

Sunday, July 18th 1875.
 Cloudy and Rainy all day. got out home
 at 1.30. this morning yacht layed in Port
 all day. Wind N.W.

Monday, July 18th 1875.
 Fair, Clear Weather. Came aboard at 8 o'clock.
 A.M. a large party of Gentlemen and Ladies
 Came aboard at 11.30 and 12 o'clock.
 Got under way at 12.15, and went down
 the Harbor as far as Minch Ledge, and
 back, arriving back to Boston and
 at anchor at 6.25 a.m.

1875

Tuesday, July 20th

Clear weather. Wind S.W. got under way at ~~12.00~~ 1.15 o'clock in getting under way, and on come into a schooner, starting in steam up, and breaking her bows and her wheel, passed out by Boston Light, fine wind and then heeled up, for ~~contact~~ Nahant, passed down by, Lynn, Swampscott, Marblehead, Salem, Hatcher's Island, Reedy, ~~arriving~~ in Gloucester Mass. 6 1/2 P.

Wednesday, July 21st

Clear weather for the morning, got under way. Wind W.S.W. at 8 1/2 P.M. Boat out of the Harbor, passed Hatcher's Island Light. Wind hauled to S.W. Passed down by, Rockland, Ipswich, Reedy, Swampscott and Callbury, arriving at Isle of Shoals, lay at there at anchor till 3 o'clock, when we got under way and squared yards for Portsmouth N.H. with main sail, fore and flying jib on her, North sea on foremast, fresh breeze. Came to anchor 15 minutes to Dix on Portsmouth, Ram's horn blowing and then calm and then weather being the evening.

Thursday July 22nd - 1875

Layed in Portsmouth, all day and night.
In the morning Clear and cloudy weather.
Wind W. and W.S.W. Went up to the
city in the morning. In the big street of
this all day. In the afternoon thick and
foggy. Wind S.W. came aboard at 5 o'clock.
In the afternoon, foggy during the evening.

Friday July 23rd - 1875

Foggy and Rainy weather all day long.
Wind E. and W. Thick foggy during
the day. Cleared off in the evening.

Saturday July 24th - 1875

Fine Clear weather Wind N.W. Light Breeze.
During the day got under way from
Newcastle Portsmouth River at 6.30.
got out of the River and went to
Isle of Shoals, distance 6 miles got
over there let go anchor, in 13 fathoms
of water. Went ashore with the gig.
at the Island the Regatta started
at 10 o'clock, we followed them for
about 8 miles when we turned back
to stay Island again, discharged our
body-springs and made all sails
for the dingy and put in the

1875

Light winds during the evening. Lighted
 day, sunset light, 10.30. Highland, light
 light abeam at 12 o'clock.

Sunday, July, 25th 1875
 Good Chatham Lights at 2 o'clock.
 Lollock, ship at 7 o'clock. Haverkingship,
 Lavelfull and Co. ship during the
 forenoon. Light winds and calm during
 the forenoon. Arriving at Oak Bluffs at
 1.50 P.M. layed there during the afternoon
 and over night.

Monday, July, 26th 1875
 Fine clear weather in the forenoon. Got under
 way at 4.30 P.M. Wind South, and S.S.W.
 passed Holmes Hole, Suppawit Cove, Robinsons
 Bay, and Son Land. Light ship kept
 off with a fair wind at 11.10 passed
 Hunting Reef. Light ship at 12.10 passed
 Newport. P.M. arriving at Bishop's Pel
 at 1.10 P.M. (cloudy) and Harry in the
 afternoon. Wind S.W.

1875

Tuesday, July 27th — 1875 —
Fine Clear Weather in the forenoon Wind S.W.
Dropped in West down in the afternoon
Cloudy Weather Moderate Breeze from the
S.W. I hauled up on the ~~road~~ ^{road} way

Wednesday, July 28th — 1875 —
Cloudy and fine, changing the Wind
from the S.W. around to the N.E.
Land passed all around.

Thursday, July 29th — 1875 —
Cloudy and fine, all day, Wind S.W.
passed her on the bottom, and water line
and the bridge.

Friday, July 30th — 1875 —
Fine Clear Weather hauled off from the
rocks. Painted her inside and outside
during the day. Wind W. and S.W.
Clear in the evening.

Saturday, July 31st — 1875 —
Fine Clear Weather all day. Wind N.W.
Bright Breeze, but the moon full calm
in the evening.

- 1875 -

Sunday, August 1st 1875.
 Clear Weather, all day and Evening
 Wind S.W. W. and N.W.

Monday, August 2nd 1875
 Cloudy and Rainy all day and Evening
 Wind E and N.E. light in part all day.

Tuesday, August 3rd - 1875 -
 Rainy and foggy weather all day, long
 and Evening also. Got under way at Newport
 at 12 30 clock. Put down anchor. Main Sail
 and Jib, got down off Poor House point.
 It was blowing a gale of wind and was laying over
 upon beam. Jib, hauled away, Jib, sheet,
 Hauling and Raising all the forenoon. Came
 to anchor in Newport at 6.50 A.M. Wind
 during the day and Evening E, S.E. and North

Wednesday, August 4th - 1875 -
 Left Newport at 1 o'clock under Jib and
 Main Sail. Cloudy Weather and foggy.
 Arriving at Oak Bluffs at 8 o'clock in
 the evening. Wind S.W.

— 1875 —

Thursday, August 5th — 1875 —
 Left Oak Bluffs at 10.20 A.M.
 Arriving at Nantucket at 2.30 P.M.
 Lay in Nantucket over night, foggy in
 the evening, Wind, S.W. Fresh, Breeze.

Friday, August 6th — 1875 —
 Left Nantucket at 12 o'clock, for Oak
 Bluffs, arriving at Oak Bluffs at 3.20
 P.M. Wind S.W. Fresh, fog in the evening
 Strong Breeze.

Saturday, August 7th — 1875 —
 Left Oak Bluffs at 5.30 A.M. for
 Newport, R.I. Under main sail, and
 2nd rib. Strong Breeze, Wind S.E. W. Saw one
 lb. sheet (boat) off, and showed the
 eye. Belt out of the rail, but not
 at any more sail, till well in by
 the Relief Light, Port of Beantons
 Key, then set foresail, and flying
 arrived in Newport at 10.50 A.M. left
 again at 12.20 for Bristol arriving
 at Bristol at 1.10. Rainy weather in the
 evening Wind S.W.

-1875-

8th -1895

Monday, August 8th -1895
 Fine Weather with the exception of a little Rain,
 during the day. in the afternoon Moderate
 Breeze. Wind S.W. and S.S.W. layed in Bristol
 all day. and night.

Tuesday, August 9th -1875-
 Fine Clear Weather during the day, evening,
 Moderate Breeze from the S.W.
 layed in Port all day. long. and over night.

Wednesday, August 10th -1875-
 Fine Clear Weather. Light Breeze. on our
 leaving Bristol. Put off at 3:30. in the
 morning for Newport, arriving at Newport
 at 10:00 A.M. Landed in Newport. till
 afternoon to Port of Board, at 10:00.
 Made sail, and got under weigh from
 Newport 2 P.M. for Martha's Vineyard,
 Oak Bluffs. Passed Low 8:30 P.M. at
 8:30 P.M. arriving at Oak Bluffs
 at 7:30 P.M. layed in Port over night.
 took party ashore in the evening

— 1875 —

Wednesday, August 11th 1875

Hazy weather this morning. Left at 9 o'clock. Took a party aboard. And made sail. Went down by Hobbs Hole for a short cruise. New York Squadron having left. Oak Bluffs for Newport we after the Diad night and went about 6 miles with her and her. The length of us. Started back, arriving at Oak Bluffs at 12:30 P.M. dropped anchor. Lay there for the rest of the day, this evening. Having strong breezes, pitching and rolling about, signs of bad weather. Mr. Alchick and party went on a clam bake this afternoon.

Thursday, August 12th 1875

Hazy weather in the morning. Left at 9 o'clock. got under way at 10:30 A.M. Stood over to Nantucket Point distant 25 miles. Made the run over there in 2 1/2 hours, and back in the same time, arriving at Oak Bluffs at 3:30 P.M. layed there over night. Wind S.S.W. Breeze well blowing.

— 1875 —

Friday, August 13th 1875.
 Cloudy in the morning. Clear weather
 at Guilford, Conn. Breeze got under
 way, and started for Block Island
 under full and main sail. Reefed
 had to take lee anchor, or deck,
 altogether arriving at Block Island
 at 5.30. P. M. layed at anchor,
 inside the Break Water over night,
 Wind S. by W. and S. S. W.

Saturday, August 14th 1875.
 Fine clear weather. got under way
 at 9.10. A. M. stood off shore to
 look for sword fish, saw 3 or 4, and
 started at two but did not get any
 saw a schooner (cod fishing) about 8
 miles off, to the S. E. of Block Island.
 Went out to where she was laying
 at anchor, and got some bait and
 started fishing our selves, we killed
 28 cod fish, in about 1/2 hour
 left off and squared yards for Newport
 J. I. Light Breeze. Wind S. W. by W.
 Arriving at Newport at 5.10. P. M. stopped in
 Newport long enough to land our goods
 left again for Bristol, arriving there at 7.30.
 Weather fine clear. weather for the evening.

-1875-

Sunday, August, 15th - 1875 -
 Fine Clear Weather all day. Wind S. Wind, S.W.
 Laid in Bristol R.I.

Monday, August, 16th - 1875 -
 Cloudy and Raining weather all day. Wind S.E. E. and N.E. Arrival of the steam
 cutter General Grant, ready for the voyage
 to-morrow

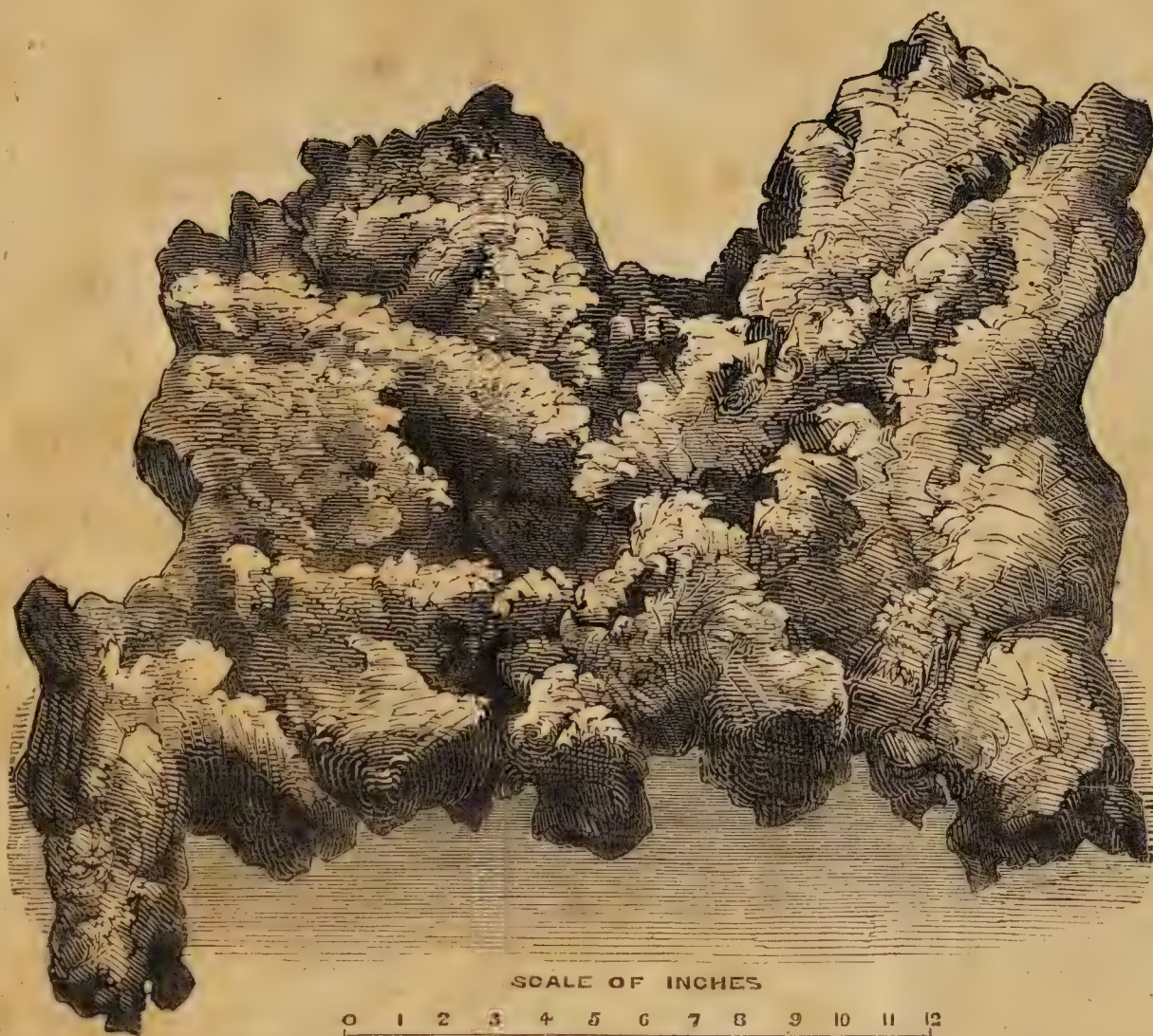
Tuesday, August, 17th - 1875 -
 Fine Clear Weather and Cloudy at times
 Got under way, and started from Bristol
 at 6.10 A.M. arriving at Newport at
 9 A.M. took Party aboard at 10.30.
 A.M. Calm, No Wind. Ran foul of
 the Alarm, got under way from Newport
 at 12.30 P.M. Light breeze, and
 Cloudy, heavy S.E. swell, on. Arriving
 at Block Island, at 4.35 P.M.
 Wind N.E. very Cloudy, Light Breeze

Wednesday, August, 18th - 1875 -
 Foggy and Cloudy weather in the morning
 Heavy Thunder Shower in the forenoon
 Cloudy and Squally at times in the
 afternoon and ^{in the} evening Laid in Port all
 day. Wind N.E. E. and S.E.

— 1875 —

Thursday August 18th — 1875 —
 Foggy. Wind. Rainy. Weather in the morning
 at under way from the Butcher at
 Block Island, at 12 o'clock. A. M.
 under four sails. Main sails, jib and Flying
 jib. Made the Race from Block Island
 to see and see Light ship in 3 hours
 distance 30 miles. Specially, weather light,
 breezing came when off. Robinsons Hole,
 a sudden squall struck us, which
 compelled us to take our Main sail
 on, and run under four sail, and
 jib, when off. Sloop in (see) began
 to see stronger, took on four sail, in
 and kept on Main sail, and
 four jib. Holmes, Holmes, and go on
 for the night. Wind during the day S.W. & S.

Friday August 19th — 1875 — Light fog
 in the morning. Fresh Breeze. Wind, S.W.
 Entered our yacht in the Regatta that was to
 be the place. There being only two of us, in
 the first class. Schooners. Blue and C. stiller
 the race being from the Judges. Boat to
 Cape. Day. Day, the around Cross. Rip.
 Light. Light Boat, then L. Hamilton. Breeze
 on both hand. Hedge. Hand, on Hand. Hand.
 Making a distance of 3.2 miles, altogether, making
 the race in 3.2 miles.

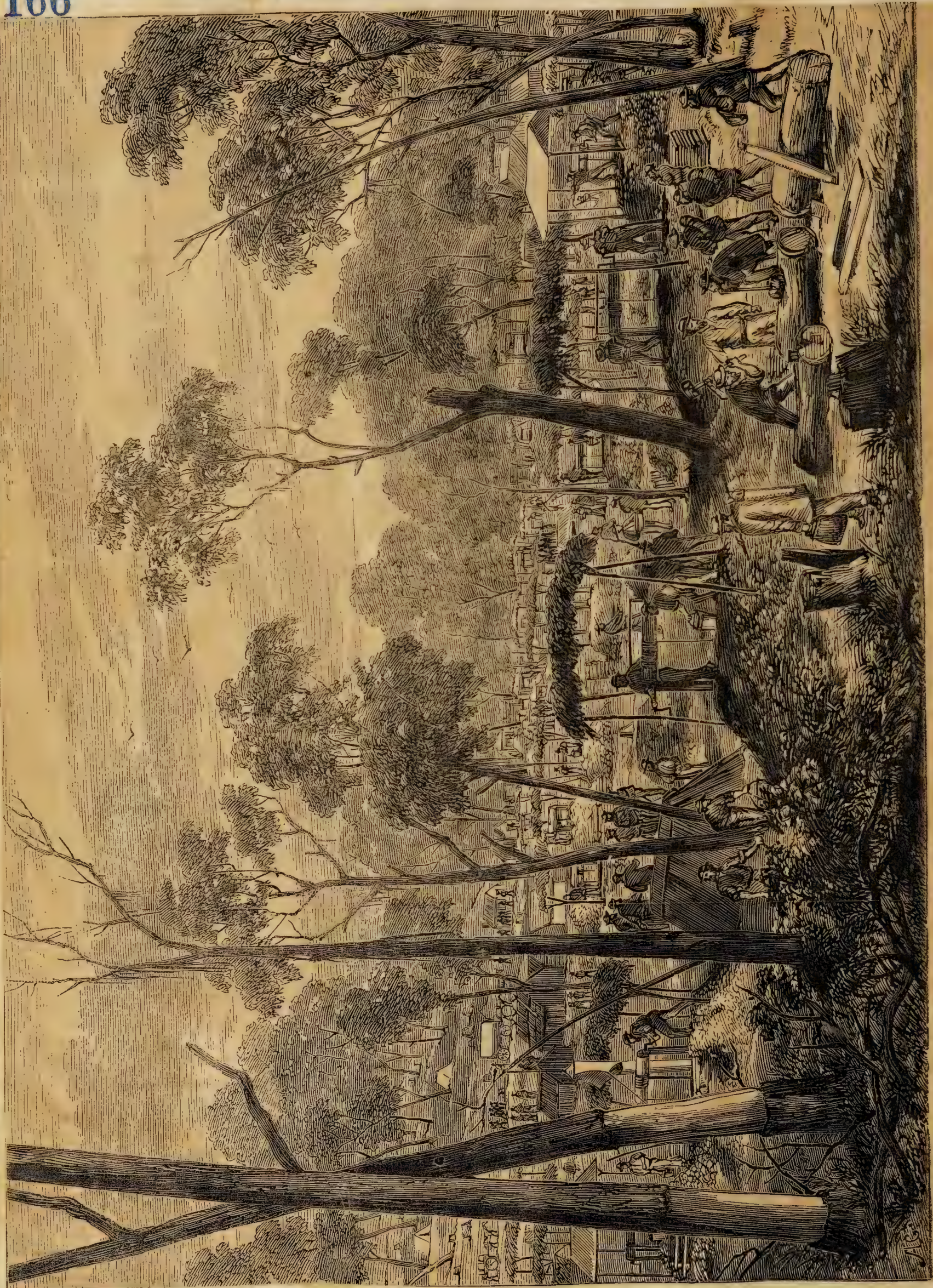


THE "WELCOME STRANGER" NUGGET, FOUND AT MOLIAGUL, VICTORIA.

FROM A PHOTOGRAPH BY WEBBER, JUN.

This Nugget of gold, was found at Moliagul, Victoria, Australia. It was the largest mass of gold found in that Country. It weighed at 10 000 thousand Pound when first found. Its weight after being assayed, was 268 ^{oz} 16 ^{gr} 6. It was sold by the small pieces at 50 each. These pictures at the bottom are views of the nugget from the two sides. It is in the middle and the two sides of which I am. It is a very large having more than 1000 lbs.

C. H. Webb



THE DIGGINGS AT SPRING CREEK.



DIGGERS FOR SPRING CREEK STARTING FOR SANDHURST



STALKING PLEISTOCENE.—[FROM A DRAWING, BY W. A. CANTHON, ADELAIDE.]

THE ZIG-ZAG OF THE OTIRA, NORTH-WEST SIDE OF THE GORGE.—SEE PAGE 8.





THE NEW DIGGING TOWNSHIP.



SPRING CREEK, VICTORIA.

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" New York to New York N. J.	23. "
" New York to New York N. J.	52. "
" New York to New York N. J.	28. "
" New York to New York N. J.	28. "
" New York to New York N. J.	35. "
" New York to New York N. J.	62. "
" New York to New York N. J.	22. "
" New York to New York N. J.	14. "
" New York to New York N. J.	24. "
" New York to New York N. J.	14. "
" New York to New York N. J.	16. "
" New York to New York N. J.	26. "
" New York to New York N. J.	42. "

Continued.

1	Dunedin to Clyde Town Ship, N.Z.	140
"	Clyde " Manureka,	230
"	Manureka " Inapuka,	190
"	Inapuka " Tokomaro,	250
"	Tokomaro " Balchutha,	120
"	Balchutha " Invercargill,	720
"	Invercargill " Bluff Harbor,	210
"	Bluff Harbor to Dunedin,	2010
"	Dunedin to Lake Plains,	140
"	Lake Plains to Tokomaro,	240
"	Tokomaro to Port Chalmers, N.Z.	380
"	Port Chalmers to Sydney, N.S.W. Australia,	700
"	Sydney to the westward whaling ground, N.Z.	600
"	the westward to French Rock, N.Z.	750
"	French Rock, " Australasian Bight, Australia,	700
"	Australasian Bight to Vandermon's Land, Tasmania,	700
"	Vandermon's Land " Hobart Town,	160
"	Hobart Town, to Bridgewater,	160
"	Bridgewater, " New Norfolk,	40
"	New-Norfolk, to New town,	160
"	Newtown to Brighton,	180
"	Brighton, " Green Point,	140
"	Green Point to Batemans,	230
"	Batemans " of course,	130
"	of course " of course,	140
"	of course " of course,	60

Continued.

9	Christchurch to Pigeon Island and back to New	32m.
	Zealand " " " " " " " " " " " "	32. "
	" " " " " " " " " " " "	1000. "
	" " " " " " " " " " " "	71. "
	" Broken Bay to Sydney " "	21. "
	" Sydney to Parramatta and back " "	60. "
	" " " " " " " " " " " "	60. "
	" " " " " " " " " " " "	1300. "
	" " " " " " " " " " " "	80. "
	" " " " " " " " " " " "	9. "
	" " " " " " " " " " " "	35. "
	" " " " " " " " " " " "	180. "
	" " " " " " " " " " " "	245. "
	" " " " " " " " " " " "	210. "
	" " " " " " " " " " " "	320. "
	" " " " " " " " " " " "	5000. "
	" " " " " " " " " " " "	5000. "
	" " " " " " " " " " " "	6210. "
	" " " " " " " " " " " "	400. "
	" " " " " " " " " " " "	92. "
	" " " " " " " " " " " "	68. "
	" " " " " " " " " " " "	224. "
	" " " " " " " " " " " "	332. "
	" " " " " " " " " " " "	68. "
	" " " " " " " " " " " "	42. "
	" " " " " " " " " " " "	42. "
	" " " " " " " " " " " "	45. "

Continued.

11	Cashille Island to ...	44	..
11	Yamouco to Jaffan, Spanish.	1000	..
11	Jaffan " " " "	32	..
11	Yamouco " " " "	28	..
11	Yamouco " " " "	332	..
11	Cashille Island to Borneo, I. ...	140	..
11	Borneo " " " "	1200	..
11	Borneo to Cape ...	400	..
11	Cape ... Arctic Ocean, ...	1312	..
11	Arctic Ocean, " " " "	750	..
11	Arctic Ocean Bay, to Arctic Ocean, ...	400	..
11	Arctic Ocean to Honolulu, ...	5000	..
11	Honolulu to ... Islands, "	200	..
11	... " " "	92	..
11	... " " "	68	..
11	... " " "	224	..
11	... " " "	140	..
11	... " " "	120	..
11	Wellington " " "	48	..
11	Wellington " " "	1000	..
11	Wellington " " "	24	..
11	Wellington " " "	472	..
11	Wellington " " "	1200	..
11	Wellington " " "	3500	..
11	Wellington " " "	400	..
11	Cape ... to ...	1312	..
11	Arctic Ocean " " "	340	..
11	Point ... " " "

Continued.

Bay, to Hamburg, S. I.	4,050.00
Hamburg, to Helligoland, via Cape Horn, S. I.	23500.00
Helligoland to Cuxhaven	40.00
Cuxhaven " Hamburg	64.00
Hamburg " Bremen	290.00
Bremen " " " " " " " "	55.00
" " " " " " " " " " " "	4500.00
" New York, " Boston, Mass.	332.00
" Boston " Machias (Port Maine,	275.00
" Machias Port " Annapolis	32.00
" Annapolis, to New York, Mass.	480.00
" New York, to New York	170.00
" New York " Hoboken, N. J.	7.00
" Hoboken " Fairport Cove, Mass.	177.00
" Fairport Cove " Garrison Square	120.00
" Garrison Square " Boston	8.00
Total, number of miles by land 1516.00	
" " " " " " " " " " " "	R.R. 608.00
" " " " " " " " " " " "	Sea 101390.00
Total 103514 miles	

New York

MS.

BOSYON

London

Boston

James South

Charles W. Lyon purchased the
book in July 1933 from Mrs Chester
L. Crosby, nee Grace Gibbs,
Sagamore, Mass. Her father
Captain William Russell Gibbs
of West Sandwich (now Sagamore)
purchased the book as part of the
contents of a trunk full of goods
^{at auction}
sold, as undclaimed, by the Adams
Express Co in Boston some fifty years
ago. At the death of Capt William
Russell Gibbs it was inherited by
Mrs Chester L Crosby.
C. W. Lyon.

